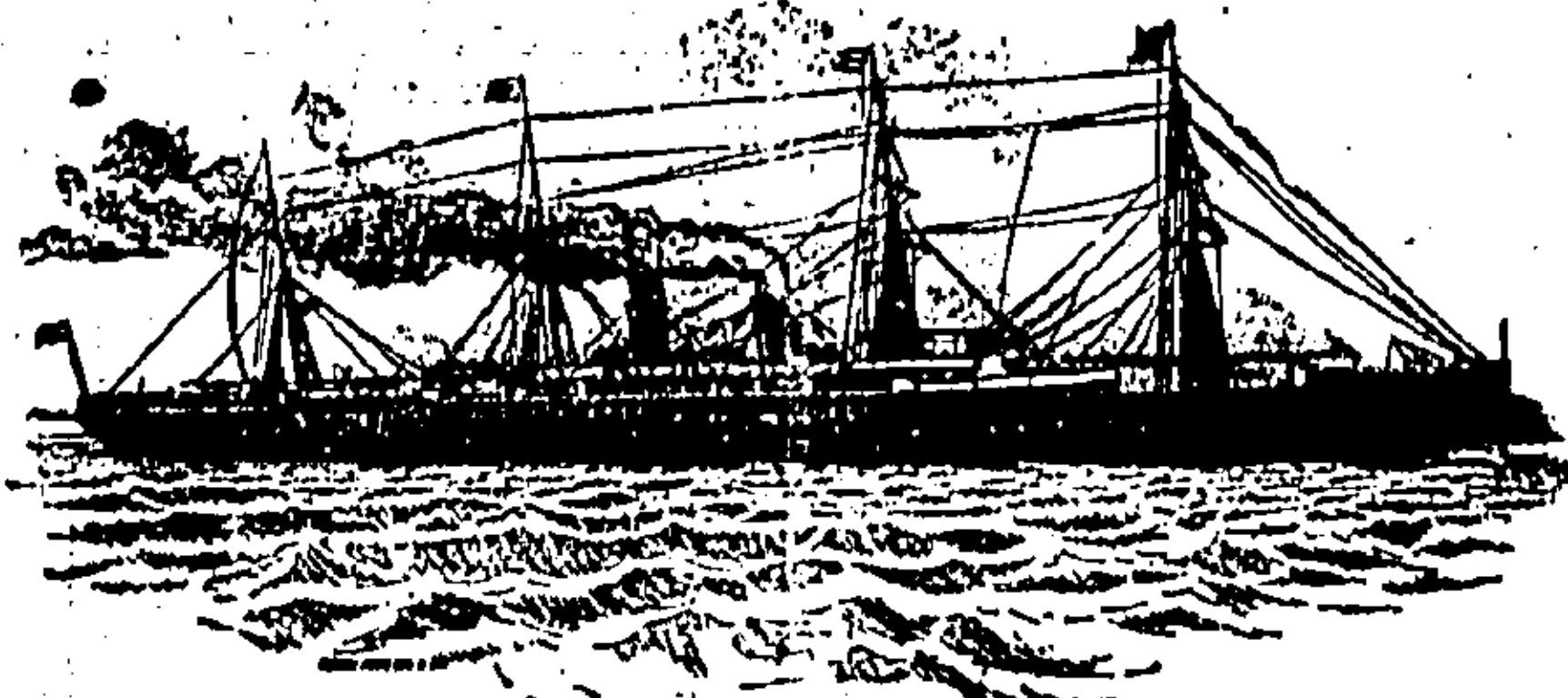


Mails.

U.S. MAIL LINES.



PACIFIC MAIL S.S. CO., OCCIDENTAL & ORIENTAL S.S. CO.,
TOYO KISEN KAISHA.

TAKING PASSENGERS AND CARGO TO JAPAN, THE UNITED STATES, MEXICO,
CENTRAL AND SOUTH AMERICA AND EUROPE:

PROPOSED SAILINGS FROM HONGKONG.

"DORIC".....	4,784 Gross Tons.....	SATURDAY, 16th April, at Noon.
"SIBERIA".....	11,284 ".....	SATURDAY, 30th April, at Noon.
"GOPTIO".....	4,352 ".....	THURSDAY, 12th May, at Noon.
"KOREA".....	11,276 ".....	TUESDAY, 24th May, at Noon.
"GAELIC".....	4,205 ".....	SATURDAY, 4th June, at Noon.
"MONGOLIA".....		THURSDAY, 16th June, at Noon.
"CHINA".....	5,060 ".....	TUESDAY, 28th June, at Noon.

Record Trip Yokohama to San Francisco made by s.s. "KOREA," 11,276 tons, Oct. 18th-28th, 1902; 10 days, 15 hours.

THE O. & O. Company's Steamship "DORIC" will be despatched for SAN FRANCISCO, via SHANGHAI, NAGASAKI, KOBE, INLAND SEA, YOKOHAMA and HONOLULU, on SATURDAY, the 16th April, at Noon, taking Freight for Japan, the United States, and Europe. Passengers are allowed to break their journey at any point en route.

Through Passage Tickets granted to England, France and Germany by all trans-Atlantic lines of Steamers, and to the principal cities of the United States or Canada.

Passengers holding through ORDERS TO EUROPE have the choice of the Overland Rail Routes from San Francisco, including the SOUTHERN PACIFIC, CENTRAL PACIFIC, UNION PACIFIC, DENVER and RIO GRANDE, and NORTHERN PACIFIC RAILWAY, also the CANADIAN PACIFIC RAILWAY on payment of £4 in addition to the regular tariff rate.

Passengers holding Orders for OVERLAND CITIES in the United States have between SAN FRANCISCO and CHICAGO, the option of the SOUTHERN PACIFIC, CENTRAL PACIFIC, UNION PACIFIC, DENVER and RIO GRANDE, and other direct connecting Railways, and from Chicago to destination the choice of direct lines.

Special rates (First-class only) to European Ports, are granted to Missionaries, Members of the Naval, Military, Diplomatic and Consular Services, and European Civil Service Officials located in Asia, and to European Officials in the Service of the Governments of China and Japan.

TO UNITED STATES AND CANADIAN PORTS, Special rates (first class only) are confined and will apply only to Missionaries, Members of the Naval and Military Services, and to Consular and Diplomatic Officials of the Governments of China and Japan.

Through Bills of Lading issued for transportation to Yokohama and other Japan Ports, to San Francisco, to Atlantic and Indian Cities of the United States, via Overland Railway, to Havana, Trinidad, and Demerara, and to ports in Mexico, Central and South America, by the Companies' and connecting Steamers.

FEATURES OF THIS LINE.

The largest and steadiest and fastest passenger ships on the Pacific.

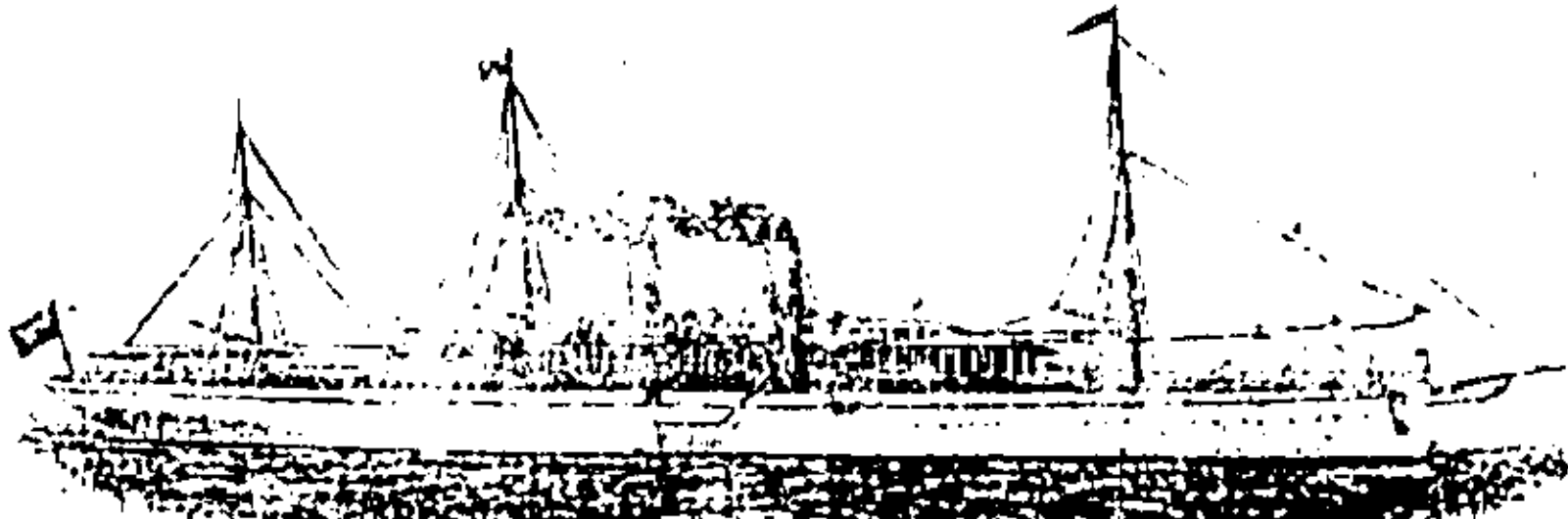
Southern Routes; passengers enjoy out-door life throughout; deck bathing. The call at Honolulu, Oahu, the most fertile and beautiful island of the Pacific. The only line to San Francisco, the greatest port of the Pacific.

Sailings positively on schedule date.

For further information as to Passage and Freight, apply to the Agency of the Companies, Queen's Building.

Hongkong, 6th April 1904.

E. W. TILDEN, Agent.

CANADIAN PACIFIC RAILWAY COY.'S
ROYAL MAIL STEAMSHIP LINE.

THE FAST ROUTE BETWEEN CHINA, JAPAN AND EUROPE, VIA CANADA
AND THE UNITED STATES.

(CALLING AT SHANGHAI, NAGASAKI, KOBE, YOKOHAMA & VICTORIA, B.C.)
SAFETY. SPEED. PUNCTUALITY.

SAVING 3 TO 7 DAYS ACROSS THE PACIFIC.

"EMPRESS" Twin Screw Steamships—6,000 Tons—10,000 Horse Power—Speed 19 Knots.
PROPOSED SAILINGS FROM HONGKONG.—(SUBJECT TO ALTERATION).

R.M.S. "EMPRESS OF INDIA".....	6,000 Tons.....	WEDNESDAY, 20th April.
"ATHENIAN".....	3,882 ".....	WEDNESDAY, 27th April.
"EMPRESS OF JAPAN".....	6,000 ".....	WEDNESDAY, 11th May.
"TARTAR".....	4,425 ".....	SATURDAY, 21st May.
"EMPRESS OF CHINA".....	6,000 ".....	WEDNESDAY, 1st June.

Hongkong to London, 1st Class..... £40. Via St. Lawrence £60. Via New York £62.

Hongkong to London, Intermediate on
Steamers, and 1st Class Rail..... £40. £42.

THE magnificent Twin-screw "EMPRESS" Steamships pass through the famous
INLAND SEA OF JAPAN, and usually make the voyage YOKOHAMA TO VAN-
COUVER (B.C.) in 12 DAYS, and make connection with the PALATIAL OVERLAND
TRAINS FROM THE PACIFIC TO THE ATLANTIC WITHOUT CHANGE.

Passengers Booked through to all principal points and AROUND THE WORLD.
SPECIAL RATES (First class only) granted to Missionaries, Members of the Naval,
Military, Diplomatic and Civil Services, and to European Officials in the Service of Chinese
and Japanese Governments.

For further information, Maps, Guides, Hand Books, Rates of Freight and Passage,
apply to

Hongkong, 6th April, 1904.

D. E. BROWN, General Agent,
9, Pedder's Street.

HAMBURG-AMERIKA LINIE.
OSTASIATISCHER FRECHTDAMPFER DIENST.

(Taking Cargo at through Rates to ANTWERP, AMSTERDAM, ROTTERDAM, COPENHAGEN,
LISBON, OPORTO, LONDON, LIVERPOOL, GLASGOW, TRIESTE, GENOA, PORTS IN THE
LEVANT; BLACK SEA and BALTIC PORTS; NORTH and SOUTH AMERICAN PORTS).

PROPOSED SAILINGS FROM HONGKONG.
SUBJECT TO ALTERATION.

STEAMERS.	DESTINATIONS.	SAILING DATES.	Freight.
BRISGAVIA.....	HAMBURG.	14th April.	Freight.
SUEVIA.....	(Calling at SINGAPORE and COLOMBO). HAYRE and HAMBURG.	25th April.	Freight.
ARTEMISIA.....	(Calling at SINGAPORE and PENANG). HAYRE and HAMBURG.	8th May.	Freight.
GRONMISER.....	(Calling at SINGAPORE and COLOMBO). HAYRE and HAMBURG.	17th May.	Freight.
MARBURG.....	(Calling at SINGAPORE and PENANG). HAYRE and HAMBURG.	31st May.	Freight and Passengers.
STRASSBURG.....	(Calling at SINGAPORE and COLOMBO). HAYRE and HAMBURG.	14th June.	Freight.
SEGROVIA.....	(Calling at SINGAPORE and PENANG). HAYRE and HAMBURG.		

For further Particulars, apply to

HAMBURG-AMERIKA LINIE,
HONGKONG OFFICE,
No. 1, Queen's Buildings.

Hongkong, 5th April, 1904.

GO TO THE
KOWLOON HOTEL,
KOWLOON.
J. W. OSBORNE,
Proprietor and Manager.

Shipping—Steamers.

HONGKONG, CANTON, MACAO AND
WEST RIVER STEAMERS.

JOINT SERVICE OF THE HONGKONG, CANTON AND MACAO
STEAMBOAT CO., LTD., AND THE CHINA NAVIGATION
COMPANY, LTD.

HONGKONG-CANTON LINE.

S.S. "HONAM".....	2,363 tons.....	Captain R. D. Thomas.
"POWAN".....	2,338 ".....	G. F. Morrison, R.N.R.
"FATSHAN".....	2,260 ".....	W. A. Valentine.
"HANKOW".....	3,073 ".....	C. V. Lloyd.
"KINSHAN".....	2,860 ".....	J. J. Lossius.

Departures from HONGKONG to CANTON daily at 8 A.M. (Sunday excepted) and at 5:30 P.M. and 9 P.M. (Saturday excepted).

Departures from CANTON to HONGKONG daily at 8 A.M., 2:30 P.M. and 5:30 P.M. (Sunday excepted).

These Steamers, carrying His Majesty's Mails, are the largest and fastest on the River. Special attention is drawn to their Superior Saloon and Cabin accommodation.

SERVICE OF THE HONGKONG, CANTON AND MACAO STEAMBOAT CO., LTD.

HONGKONG-MACAO LINE.

S.S. "HEUNGSHAN,".....1,998 tons.....Captain H. D. Jones.

Departures from Hongkong to Macao on week days at about 2 P.M.

During the summer months the time of leaving fluctuates to suit the tide at Macao. For further particulars see special time table.

Departures on Sundays at 12:30 P.M.

Departures from Macao to Hongkong daily at 7:30 A.M.

CANTON-MACAO LINE.

S.S. "LUNGSHAN,".....219 tons.....Captain T. Hamlin.

This steamer leaves Canton for Macao every Tuesday, Thursday and Saturday at about 7:30 A.M.; and leaves Macao for Canton every Monday, Wednesday and Friday at about 7:30 A.M.

JOINT SERVICE OF THE H.K. C. AND MACAO STEAMBOAT CO., LTD., THE CHINA NAVIGATION COMPANY, LTD., AND THE INDO-CHINA STEAM NAVIGATION COMPANY, LTD.

CANTON-WUCHOW LINE.

S.S. "SAINAM,".....188 tons.....Captain B. Branch.

"NANNING,".....160 ".....C. Butchart.

One of the above Steamers leaves Canton for Wuchow every Monday, Wednesday and Friday at about 8 a.m., and the other leaves Wuchow for Canton on the same days at about 8 a.m. Round trips take about 5 days. These vessels have Superior Cabin Accommodation and are lighted throughout by electricity.

Further particulars may be obtained at the Office of the—

HONGKONG, CANTON & MACAO STEAMBOAT CO., LD.,
18, Bank Buildings, Queen's Road Central, opposite the Hongkong Hotel

Or of BUTTERFIELD & SWIRE,
Agents, CHINA NAVIGATION CO., LTD.

Hongkong, 2nd April, 1904.

Antimations.

PORTRAITS, GROUPS, ENLARGING, AND
COPYING IN ALL SIZES.

C. W. CLARK,
No. 4, ICE HOUSE STREET,
Between Queen's Road and Des Voeux Road.

AMATEUR WORK GIVEN SPECIAL
ATTENTION.

FULL LINE OF SUPPLIES
ALWAYS IN STOCK.

ORIENTAL
COSTUMES AND
FANCY DRAPERIES
FURNISHED.

WORK GUARANTEED TO BE
THE BEST IN THE COLONY.

LADIES' SPECIAL TOILET ROOM.

PATRONAGE RESPECTFULLY SOLICITED.

THE CONNAUGHT HOUSE,
QUEEN'S ROAD CENTRAL.

A FIRST CLASS HOTEL SITUATED NEAR THE BANKS AND PRINCIPAL
OFFICES. EXCELLENT CUISINE AND WINES.

Large and lofty Rooms Elegantly Furnished. Hydraulic Elevator.

Hot and Cold Water throughout. Special Rates for Tourists.

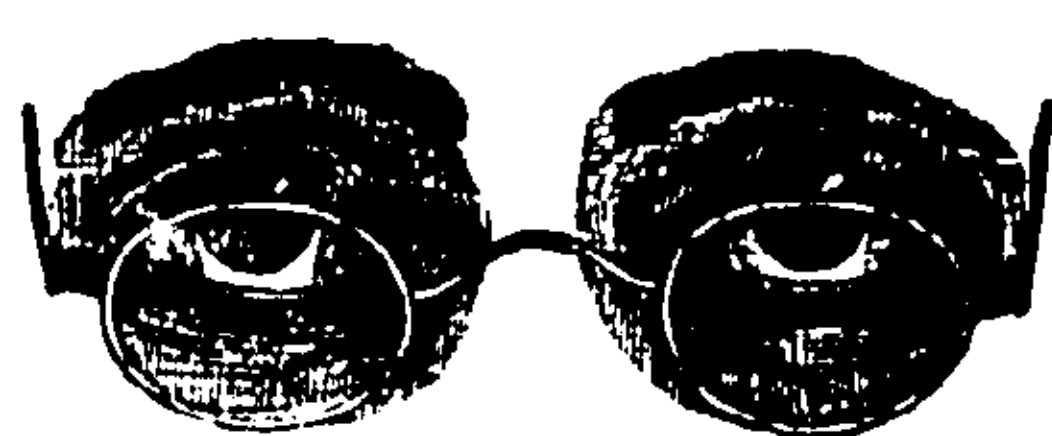
Launch Service for Guests.

For Terms, apply to

Hongkong, 1st November, 1902.

THE MANAGER.

EYE-SIGHT.



MR. N. LAZARUS

May be personally consulted for SPECTACLES.

No charge for testing the eyes.

Glasses and frames of all kinds and qualities.

Prices from \$2 upwards.

16, QUEEN'S ROAD, CENTRAL.

Hongkong, 6th November, 1903.

THE NEW FRENCH REMEDY

TRADE MARK

This successful and highly popular remedy, used in the
Continental Hospitals by Bland, Rost, Robert Velpeau
and others, combines all the desiderata to be sought in a
medicine of the kind, and surpasses everything hitherto
perfected.

THERAPION No. 1 is a re-
markable medicine, often used in the treatment of the
urinary organs, especially in cases of inflammation,
of which does irreparable harm by laying the foundation of
chronic and other serious diseases. In dysentery, piles,
irritation of the lower bowel, cough, bronchitis, asthma,
and some of the more trying complaints of this kind, it will be
found an absolutely reliable, affording prompt relief
where other well-tried remedies have been powerless.

THERAPION No. 2 is a re-
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THERAPION No. 3 is a re-
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THERAPION No. 4 is a re-
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F. BLACKHEAD & CO.,

SHIP CHANDLERS, SAILMAKERS,
COAL AND PROVISION MERCHANTS, NAVAL CONTRACTORS
AND GENERAL COMMISSION
AGENTS.

16, DES VŒUX ROAD CENTRAL,
HONGKONG.

SOAP AND SODA MANUFACTURERS.

SOLE AGENTS FOR

HARTMANN'S RAHTJEN'S GENUINE
COMPOSITION RED HAT
BRAND, HARTMANN'S GREY PAINT,
DAIMLER'S PATENT MOTOR
LAUNCHES.

&c. &c. &c.

Sole Agents for

FERGUSON'S SPECIAL CREAM
and
P. & O. SPECIAL LIQUOR SCOTCH
WHISKY, &c.

EVERY KIND OF

SHIPS STORES AND REQUISITES

ALWAYS IN STOCK

AT

REASONABLE PRICES.

Hongkong, 15th December, 1903.

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&c. &c. &c.

Antimations.

THE YOKOHAMA DOCK CO., LTD.

No. 1 DOCK.

Length inside, 514 ft. Width of
entrance, top 85 ft.; bottom 75 ft.
Water on blocks, 27.5 ft. Time to
pump out, 4 hours.

No. 2 DOCK.

Length inside, 375 ft. Width of
entrance, top 80.5 ft.; bottom 45.8
ft. Water on blocks, 28.5 ft. Time
to pump out, 2 hours.

THESE DOCKS are conveniently situated in Yokohama harbour and the attention of
Captains and Engineers is respectfully called to the advantages offered for Dock-
ing and repairing Vessels and Machinery of every description.

The plant and tools are of recent patterns for dealing quickly and cheaply with work,
and a large stock of material is always at hand, (plates and angles all being tested by
Lloyds' surveyors).

Two powerful Twin Screw Towboats are available for taking Vessels in or out of
Dock; and for taking Sailing Vessels in or out of the bay. The floating derrick is capable
of lifting 35 tons.

Steam Launches of Steel or Wood, Lighters, Steel Buildings and Roofs, Bridge
Work, and all kinds of Machinery are made on the premises.

Tenders will be made up when required and the workmanship and material will be
guaranteed.

The cost of Docking, and repair work, will be found to compare favourably with that
of any port in the world.

Telephone: Works, No. 508; General, No. 376.

Telegrams, "Dock, Yokohama," Codes A. I. and A. B. C. (4th).

Yokohama, May 11th, 1903.

[G]

HOTEL CRAIGIEBURN,

PLUNKET'S GAP, the PEAK, near the TRAM TERMINUS, Tel. 56.

Intimations.

DIABETIC

Patients will hear of something to their advantage, by writing to the Diabetic Institute, St. Dunstan's Hill, London, E.C.

NOTHING TO PAY.

[474]

Entertainment.

CITY HALL.

SHORT SEASON ONLY.

GRAND OPENING.

MONDAY, APRIL 11TH,
After a Brilliant and Successful Season in South Africa, Ceylon and India;
Mr. M. B. LEAVITS' Elite Anglo-American.

TROUBADOURS

A Select Company of High Class Vaudeville and Comedy Artists in a refined Entertainment.

An Evening's Enjoyment of FRIVOLITY, JOLLITY AND FANTASY.

Everything New, Bright and Up-to-date. As an Extra Special Attraction. The World-Famed

MYSTERIOUS ZANGIGS

Who will appear nightly in their Wonderful Entertainment of

MENTAL TELEPATHY,

the Strongest, most Novel and Attractive Entertainment now touring the World.

Booking and Plan at
ROBINSON PIANO CO., LD.
Hongkong, 8th April, 1904. [476]

Intimation.

THE CHINA & JAPAN TELEPHONE AND ELECTRIC COMPANY, LIMITED.

HONGKONG EXCHANGE.

OPEN DAY AND NIGHT.

SUBSCRIPTIONS.

EXCHANGE LINES, \$100 Per Annum.

PRIVATE LINES, By Arrangement

NO CHARGE FOR INSTALLATION.

N.B.—A special charge is made for lines of more than average length.

ELECTRIC SUPPLIES OF EVERY DESCRIPTION IN STOCK, INCLUDING:—

BATTERIES,

CHEMICALS,

ELECTRIC BELLS,

INSULATORS,

LIGHTNING CONDUCTORS,

SWITCHES,

TELEPHONES,

WIRE, &c., &c.

PRICE LISTS ON APPLICATION.

ELECTRIC BELL INSTALLATIONS. Erected and kept in order.

Estimates given for all kinds of Electrical work.

Trained Mechanicians sent to Out-Ports to put up Installations if required.

NOTE ADDRESS—JCE HOUSE ROAD.

For full Particulars, &c., &c., Apply to

W. STUART HARRISON,

A.M. INST. E.E.

Hongkong, 2nd April, 1904.

Intimation.

FOUNDED IN HONOUR.

No doubt you have seen in the papers such announcements as this—concerning some medicine or other—"If, on trial, you write that this medicine has done you no good we will refund your money."—Now, we have never had reason to speak in that way concerning the remedy named in this article. In a trade extending throughout the world, nobody has ever complained that our medicine has failed, or asked for the return of his money. The public never grumbles at honestly and skillfully made bread, or at a medicine which really and actually does what it was made to do. The foundations of

WAMPOLE'S PREPARATION

are laid in sincerity and honour, the knowledge of which on the part of the people explains its popularity and success. There is nothing to disguise or conceal. It was studied out, or discovered by accident; it was studied out, on the solid principles of applied medical science. It is suitable as honey and contains all the nutritive and curative properties of Pure Cod Liver Oil, extracted by us from fresh cod livers, combined with the Compound Syrup of Hypophosphites and the Extracts of Malt and Wild Cherry. This remedy is praised by all who have employed it in any of the diseases it is recommended to relieve and cure, and is effective from the first dose. In Anemia, Scrofula, Nervous and General Debility, Influenza, La Grippe, and Throat and Lung Troubles, it is a specific. It is precisely what it is said to be, and has won the confidence of the public on that basis. You may resort to it with a faith and hope that arise from the history of what it has done for others. Dr. Thos. Hunt Stucky says: "The continued use of it in my practice, convinces me that it is the most palatable, least nauseating, and best preparation now on the market." One bottle proves its intrinsic value. "You cannot be disappointed in it." Sold by chemists throughout the world.

COMMERCIAL.

RAUB CRUSHING.

The last Raub crushing, for the four weeks, is 770 ounces gold from 3,000 tons ore.

WEEKLY SHARE REPORT.

In their report dated 8th inst., Messrs. Benjamin, Kelly and Potts write:—Since our last report, the market generally has improved and a considerable business has been transacted, especially in Ranks, Indos and Sugars which show a substantial rise on the previous week's quotations.

Banks—Hongkong and Shanghai Banks have been in strong request throughout the week and have been taken off the market at rapidly rising rates up to 564; closing firm. The sterling quotation has further advanced to £63 in London. Nationals remain steady at 358.

Marine Insurances—Unions have found buyers at the improved rate of 475, and more shares can be placed. China Traders have been disposed of at 357. There is no alteration in the other stocks under this heading.

Fire Insurances—Hongkong Fires have been bought, and close with further buyers at 285. Sales of China Fires have been made at 53, and more shares are wanted.

Shipping—Hongkong, Canton and Macao Steamboats have gone up to 527 at which rate shares have changed hands. Indo-Chinas have been negotiated at rates ranging between 593 and 595. China and Manilas are offering at 52, and Douglas Steamships have been sold at 335. Star Ferries (old) have again been fixed at 331; the new shares are quiet at 188. Shell Transports can be obtained at 19/.

Refineries—China Sugars continue on the upward move and shares have been booked at from 113 up to 117 at which latter rate there are further inquiries. Luzons are neglected at quotation.

Mining—Punjoms are weak at 31. A telegram has been received from the mines estimating the value of the March clean up of a miscellaneous collection of 700 tons at \$6,000. Raubs have been dealt in at 564 and are still on offer.

Chinese Engineerings are obtainable at 115. 6. Docks, Wharves and Godowns—Hongkong and Whampoa Docks have ruled firm and close at 326. Farnhams have further risen and sales at 119 and 115. 150 have been effected. Kowloon Wharfs can be placed at 594. Hong-kew Wharfs have declined to 115 at which rate shares are offering in Shanghai.

Lands, Hotels and Buildings—In Hongkong Lands, there is no business to report, but the market keeps steady at 145. Shanghai Lands have sellers at 115. 107. Hongkong Hotels, after sales at 135, are in the market at 134. Astor House Hotels are still wanted at 34. Humphreys Estates are in demand at 10. 60.

Cotton Mills—Nothing has transpired in stocks in this section.

Cigar Companies—Sumatras have been done at 115. 50 ex the final dividend of 115. 3 paid in Shanghai on the 24th ultimo.

Miscellaneous—Green Island Cements have been disposed of at 234 ex the dividend of 114 paid yesterday. A. S. Watsons are wanted after sales at 114. Watkins can be placed at 504. Hall and Holtz have improved to 330 with sales and further buyers at the rate.

Electricity remain at 113 (old) and 57 (new). Ropes have receded to 140. Campbell Moores, having paid their dividend of 3 for 1903, are now quoted at 337. Shanghai reports

YARN MARKET.

In their report, dated 8th inst., Messrs. Cawston, Pallas and Co. write:—Since the issue of our last circular dated the 25th ult. our Yarn Market during the first part of the fortnight ruled steady, and business was done at last Mail's quotations or at a trifle better. Later continued drop in the rate of Exchange made importers firmer, who asked for higher

rates; but the Chinese dealers showed no inclination to operate at an advance, hence no business was reported in the last week. The Chinese annual ancestral Tomb-Worshipping holidays, which began on the 5th inst. and which will continue for nearly a month, took a lot of Chinese dealers to their native villages, which also accounts for the slackness of demand during the last part of the fortnight. A moderate business is reported in No. 2s. and 16s. and are not much inquired for. As usual the demand ran on Nos. 12s. and 10s.; Nos. 6s. and 8s. remain neglected. The market closes steady. Sales during the past fortnight comprised of about 75 bales of No. 6s.; 1,150 bales of No. 10s.; 475 bales of No. 12s.; 75 bales of 16s.; and 125 bales of No. 20s.; in all about 1,900 bales. Arrivals during the fortnight per steamers Bengal, Lightning, Hangsang, Capri and Malta of about 17,000 bales. Shipments to Shanghai and the Northern Ports about 5,000 bales. The unsold stock is estimated at about 40,000 bales.

Local Yarn:—No business is reported. Japanese Yarn:—Sales of about 175 bales of No. 16s. at 126 to 128 are reported. Exchange:—Another heavy drop is noticeable, and business done for the outgoing mail, on India at Rs. 124 per cent. London at Sh. 1.8 1/2d. = \$.

FORTNIGHTLY MARKET REPORT.

Cotton (Indian)—Arrivals about 2,650 bales. Extreme rates asked by the importers caused a slackness in demand, and only a small parcel of about 45 packages changed hands at \$33 per picul. The unsold stock is estimated at about 3,700 bales.

Cotton (Chinese)—About 300 packages changed hands at \$33 to \$34 per picul. The unsold stock is estimated at about 500 bales.

Yarn (Indian)—The first week of the period the Chinese dealers purchased about 1,900 bales at last mail's quotations, and in some instances at a trifle better rates. Latterly a heavy fall in the rate of exchange made importers firmer, and asked for a substantial advance, which was not responded by the Chinese dealers, hence no business is reported. Sales, about 1,900 bales. Arrivals about 17,500 bales. Shipments about 5,000 bales. The unsold stock about 40,000 bales.

Yarn (Local).—No business is reported. Yarn (Japanese).—About 250 bales of No. 16s. changed hands at \$126 to \$128. Opium (Malwa)—Short shipments from Bombay, higher rates ruling there, and the heavy decline in Exchange had not the desired effect on the market. Sales are reported of New about 30 chests at \$640 to \$650. Old about 125 chests at \$1000 to \$1050, and oldest about 50 chests at \$1100 to \$1150 per picul. In all about 205 chests. The unsold stock is about 1400 chests.

Opium Bengal.—The market has much improved, and sales are reported of Patna about 850 chests at \$1200 to \$1345, and Benares about 300 chests at \$1280 to \$1335 per chest. The unsold stock is about \$1300 chests.

Opium Persian.—Sales are reported of about 225 chests at \$880 to \$910 per picul. The stock is about 2100 chests.

Miscellaneous Quotations. Price per picul:—Apricots \$25 to 30
Borax 17 to 18
Cassia 15 to 22
Cloves 24 to 30
Camphor (Chinese) 160
Grapes 17 to 20
Glue 26 to 27
Kismis 11 to 14
Rasins 8 to 10
Rosa Oil 100 to 175
Senna Leaves 2 to 4
Tin Leaves 107
Wax (Japan) 45 to 50
Beans 34 to 4
Caraway seeds 4 to 6
Cawbazar 125 to 140
Cassia Oil 170 to 175
Fennelseed Oil 325
Galangal 35 to 6
Ivory 30 to 700
Oilbarnum 28 to 32
Sandalwood 325 to 400
Santalwood Oil 10 to 11
Saltpeetre 85 to 86
Vermilion 85 to 86

SHANGHAI SHARE REPORT.

The following résumé of the week's share transactions is from Messrs. J. A. Sullivan and Co.'s report, published on the 31st March.

The difficulties of this settlement which has just scraped through were minimized considerably by the liberal spirit in which we were met by the Banks, who assisted by every effort to facilitate business. The transactions reported below record officially the prices obtained on change between broker and broker, but there has been a larger business done direct of which no note has been made. Demand on London is quoted to day at 2 1/2 to 2 1/8. From Hongkong the 3 days' sight is 7 1/2. Consol 86.

Mining—Chinese Engineering and Mining shares have been placed at 115. 6. From Raub Australian mines the February returns give 1,100 oz. for 3,600 tons stone crushed. Shares are wanted at quotation.

Tobaccos.—Nothing has been done in Sumatras. Langkats have changed hands at 115. 285, 282, 285 for cash or settlement. April at 115. 290, 287. June sales are reported at 115. 291, July at 115. 300, 297, 300.

Wharves—Shanghai and Hongkong Wharf shares were sold for cash at 115. 177, 178 and 115. 175 and for settlement at 115. 180 and 115. 170 is quoted. This stock is again being attacked by bears.

Shipping.—A large business was done in Indo-Chinas for cash to Hongkong and for the local settlement at 115. 63, 115. 63 and 115. 64. July at 115. 63, 65. The report and accounts for the first year of the Shanghai Tug and Lighter Co. ended 31st December, 1903, show a credit at working account of 115. 184,950.25. After paying off preliminary expenses, 115. 18,280.00, the interim dividend paid in September of 3 1/2 per cent. on 'preference' and 4 per cent. on 'ordinary' shares, directors and auditor's fees, there remains a credit of profit and loss account 115. 123,041.00. This sum, it was agreed at the meeting held on 28th inst. to subdivide by paying a final dividend of 3 1/2 per cent. on preference and 3 per cent. on ordinary, absorbing 115. 67,500 together, and to carry forward the large balance of 115. 55,541.00. Business has been registered at 115. 50 for ordinary and shares are wanted.

Docks.—Farnham Boyds have been steady at 115. 140 all the week until today when to close settlement accounts, shorts had to pay 115. 141, 142, 143, 144, 145, 146. For April 115. 144, 145 are recorded. June at 115. 145 and July at 115. 146, 147, 148, 149.

Intimation.

The ROBINSON PIANO Co., Ltd.



Hongkong, Shanghai, and Singapore.

Hongkong, 29th March, 1904.

[139]

To be Let.

TO LET.

ONE OFFICE ROOM on second floor Prince's Buildings.

Apply to—
REITER, BROCKELMANN & Co.
Hongkong, 6th April, 1904. [479]

TO LET.

MEIRION, Nos. 1 and 2, BOWRING VILLAS, No. 2.

Apply—
HUGHES & HOUQU.
8, Des Vaux Road.
Hongkong, 2nd April, 1904. [461]

TO LET.

A HOUSE IN KNUITSFORD TERRACE, No. 3, CANTON VILLAS.

Apply to—
THE HONGKONG LAND INVESTMENT & AGENCY CO., LD.
Hongkong, 8th April, 1904. [488]

TO LET.

NO. 1, STEWART TERRACE, THE PEAK.

Apply to—
THE HONGKONG LAND INVESTMENT & AGENCY CO., LD.
Hongkong, 26th March, 1904. [436]

TO LET.

A SMALL OFFICE, in Central of DES VEAUX ROAD.

Apply to—
"B. C."
C/o Hongkong Telegraph.
Hongkong, 15th March, 1904. [379]

TO LET.

NO. 6, BARROW TERRACE, KOWLOON.

Available 1st March.
Apply to—
THE SAM WANG CO., LD.
Hongkong, 5th February, 1904. [218]

Shipping—Steamers.

DOUGLAS STEAMSHIP COMPANY, LIMITED.

FOR SWATOW.

THE Company's Steamship

"THALES."

Captain Robson, will be despatched for the above Port, TO-MORROW, the 10th instant, at Daylight.

For Freight or Passage, apply to
DOUGLAS, LAPRAIK & Co.,
General Managers.
Hongkong, 9th April, 1904. [485]

DOUGLAS STEAMSHIP COMPANY, LIMITED.

FOR SWATOW, AMOY AND FOOCOW.

THE Company's Steamship

"HAITAN."

Captain Roach, will be despatched for the above Ports, on TUESDAY, the 12th instant, at 10 A.M.

For Freight or Passage apply to
DOUGLAS, LAPRAIK & Co.,
General Managers
Hongkong, 8th April, 1904. [487]

INDO-CHINA STEAM NAVIGATION COMPANY, LIMITED.

FOR SINGAPORE, PENANG AND CALCUTTA.

THE Company's Steamship

"KUMSANG."

Captain Buller, will be despatched as above on WEDNESDAY, the 13th inst., at 3 P.M.

For Freight or Passage, apply to
JARDINE, MATHESON & Co.,
General Managers.
Hongkong, 6th April, 1904. [477]

REGULAR STEAMSHIP SERVICE TO NEW YORK.

VIA PORTS AND SUEZ CANAL.

(With Liberty to call at PHILIPPINE PORTS).

PROPOSED SAILINGS FROM HONGKONG.

1904. About

"SHIMOSA" Early May.

For Freight and further information, apply to
DODWELL & Co., LIMITED,
Agents.
Hongkong, 4th April, 1904.

Shipping—Steamers.

CHINA NAVIGATION COMPANY, LIMITED.

AUSTRALIAN LINE.

REDUCTION IN PASSAGE RATES, From 1st January, 1904.

ALSO REDUCED FARES TO MANILA AND RETURN.

STEAMERS fitted throughout with Electric Light, First Class Accommodation. Unrivalled Table. Fully qualified Surgeon carried.

BUTTERFIELD & SWIRE, Agents.

Hongkong, 1st February, 1904. [104]

MESSAGERIES CANTONNAISES.

J. TREVOUX & CO.

HONGKONG-CANTON NIGHTLY SERVICE.

THE Commodious Steamer

"PAUL BEAU."

Captain Frangeul, leaves Hongkong for Canton at 9 P.M., on SUNDAYS, TUESDAYS and THURSDAYS, returning to Hongkong the following Days, leaving Canton at 5 P.M., taking Passengers and Cargo as usual.

The S.S. "CHARLES HARDOUN," Captain Noel, leaves Hongkong on MONDAYS, WEDNESDAYS and FRIDAYS, at the usual hour.

These Two Magnificent and Up-to-Date Steamers, are lighted with Electricity.

The Saloon is under European Supervision.
First Class European \$8.00
Second Class European 3.00
First Class Chinese 1.50
Second Class Chinese80
Deck30

The Company's Wharf is at the end of Queen Street, Praya West.

For further Particulars, apply to

J. LANDOLT, Agent,
THE PHARMACY, Queen's Road Central,
Hongkong, 23rd March, 1904. [222]

STEAM TO CANTON.

THE New Twin Screw Steamers

Tons Captain

"KWONG CHOW" 1,309 J. P. MARTIN.

"KWONG TUNG" 1,338 H. W. WAJBER.

Leave Hongkong for Canton at 8.30 Every Evening (Saturday excepted).

Leave Canton for Hongkong about 5 o'clock Every Evening (Sunday excepted).

These Fine New Steamers have unexcelled Accommodation for First Class Passengers and are lit throughout by Electricity.

Passage Fare—Single Journey \$4
Meals (Each) 1

The Company's Wharf is a Short Distance West of the Harbour Master's Office.

SHIU ON S.S. CO., LD., and

YUEN ON S.S. CO., LD.

No. 8, Queen's Road West,
Hongkong, 17th February, 1904. [11]

NAVIGAZIONE GENERALE ITALIANA.

(Florida and Rubattino United Companies).

STEAM FOR BOMBAY VIA SINGAPORE AND PENANG.

Having connection with Company's Mail Steamers to ADEN, SUEZ, PORT SAID, MESSINA, NAPLES, LEGHORN and GENOA.

ALSO

VENICE and TRIESTE, all MEDITERRANEAN, ADRIATIC, LEVANTINE, and SOUTH AMERICAN PORTS up to CALLAO.

Taking Cargo at through Rates to PERSIAN GULF and BAGDAD, also BARCELONA, VALENZA, ALICANTE, ALMERIA and MALAGA.

THE Steamship

"CAPRI,"

Capt. Balotto, will be despatched as above on MONDAY, the 11th instant, at Noon.

At BOMBAY, the Steamer is discharging in VICTORIA DOCK.

For further Particulars regarding Freight and Passage, apply to

CARLOWITZ & Co., Agents.

Hongkong, 1st April, 1904. [475]

Intimations.

WATSON'S
TOILET PREPARATIONS

WATSON'S GLYCERINE AND CARBOLIC SOAPS effect a saving of 50% owing to the large size of the tablets. They are made of the purest ingredients and are elegantly put up. Our Carbolic Dog Soap is the best thing of its kind in the market.

WATSON'S TAI YEUK FONG HAIR

WASH prepared from a recipe of the late Dr. Ayres, continues to give much satisfaction to those who use it.

WATSON'S ORIENTAL DENTIFRICE.

PRICE. In the early days of the Colony the public used no other. Liquid dentifrices do not keep the teeth white and clean. We recommend the "above preparation" to all, and especially to those who are heavy smokers.

A. S. WATSON & Co., LIMITED.

THE HONGKONG DISPENSARY.

MANUFACTURING CHEMISTS.

ESTABLISHED 1841.

Hongkong, 26th March, 1904. [35]
TELEPHONE NO. 226
CABLE ADDRESS: "ACHEE," HONGKONG
A. B. C. CODE, 4TH EDITION.

ESTABLISHED 1859.

A CHEE & CO.,
祥利廣
17, QUEEN'S ROAD.FURNITURE
DEALERS.

DRAWING-ROOM,
DINING-ROOM,
and BED-ROOM
FURNITURE.

ELECTRO-PLATED,
GLASS, and
CHINA WARES.

PASTEUR'S MICROBE-PROOF
FILTERS,

ROCHESTER LAMPS,
WHITE TURKISH TOWELS,
COUNTERPANES.

COOKING RANGES,
KITCHEN UTENSILS, and
HOUSEHOLD REQUISITES.

PHOTOGRAPHIC
DEPARTMENT.

DEVELOPING and PRINTING
UNDERTAKEN for AMATEURS.
GOOD WORK.
PROMPT RETURN.

Hongkong, 8th January, 1904. [45]

GYPRIDOL CAPSULES.

THE MODERN REMEDY for CON-
TAGIOUS SKIN DISEASES does
not salivate or affect the gums like Mercury.
Doctors recommend them.

BOTTLES of 50 Capsules...\$2.75 each

TO BE HAD AT

THE PHARMACY
藥房 14, QUEEN'S ROAD CENTRAL, 法中
Hongkong.

A. STEVENSON,
Chemist,

Registered by the Pharmaceutical Society.
Hongkong, 2nd April, 1904. [384]

NOTICE

All communications intended for publication in
the "HONGKONG TELEGRAPH" should be
addressed to The Editor, 1, Ice House Road, and
should be accompanied by the Writer's Name and
Address.

Ordinary business communications should be addressed
to The Manager.

The Editor will not undertake to be responsible for
any rejected MS., nor to return any Contribution.

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additional \$1.00 per quarter is charged for postage.
The postage on the weekly issue to any part of the
world is 30 cents per quarter.
Single Copies Daily, ten cents; Weekly, twenty-
five cents.

DEATH.

On April 2nd, at the Shanghai General Hos-
pital, JOHN MOSSOP, aged 46, eldest son of
John Mossop, West End Lane, Hampstead, and
eldest grandson of the late Robert Mossop, of
Long-Sutton, Lincolnshire.

The Hongkong Telegraph

HONGKONG, SATURDAY, APRIL 9, 1904.

THE FINANCES OF HONGKONG.

Mr. L. A. M. Johnston, the acting Colonial Treasurer, has now published the financial returns of Hongkong, for the past year, which reveal a position of affairs satisfactory to the Colony. The total revenue was, in round figures, \$5,210,000 as compared with \$4,900,000 collected to December 31st of 1902, while the expenditure amounted to \$5,100,000, against actual payments for the same period of the previous year of \$5,000,000. This shows that, instead of a difference of a million dollars on the wrong side, the actual payments this year exceed the actual receipts by about only \$150,000. This has been brought about by an increase in the revenue estimated for the year, which, by coming out at \$4,583,295 odd, has realised \$5,238,857, or \$305,562 more than estimated. The revenue derived from land sales is responsible for more than half of this sum, the amount put in the estimates being \$350,000, whereas the actual receipts from this source have proved to be upwards of \$510,000. Then, again, the receipts from licences and internal revenue exceeded the estimate by no less than \$187,836. Miscellaneous receipts, however, were some \$89,288 less than estimated, while the rents from Government property realised only \$615,683, instead of the estimated amount of \$654,350. Turning to the expenditure side we are struck with the large decrease, under the head of Miscellaneous Services, as compared with the amount spent in the previous year, when the service absorbed \$658,000 of the total million of excess in the Colony's expenditure. For 1903 the estimate was \$127,819 and the actual payment \$160,741. The payments in connection with Public Works Recurrent have been reduced by about a half in comparison with the amount expended in 1902, while under the head of Public Works Extraordinary we find that, instead of the estimated amount of \$931,100 being expended the actual payment has figured out at \$649,831 04, or \$281,268 96 less than was expected. With the same returns the acting Colonial Treasurer has also printed a statement of expenditure, to 31st December last, in connection with the Praya Reclamation Fund, from which it is seen that in the seven sections belonging to private marine lot holders the sum of \$2,500,412 33 has been spent since 1890, out of the estimated cost of \$2,539,950 58. On Government sections 4, 5, 6, and 7 there has been an expenditure of \$395,419 02 from the estimated cost of \$411,966 07, and in connection with the whole of the scheme we gather that the balance to be spent is \$69,599 43, while on sections 1 and 2 \$22,514 13 has been expended in excess of the estimated cost. Detailed figures of the accounts, together with other interesting items relating to the Colony's finances, are printed in the *Gazette*.

LOCAL AND GENERAL.

In the month of March 3755 inches of rain fell in Hongkong.

The British despatch vessel *Alacrity*, has arrived from Mirs Bay.

The French mail of the 8th March was delivered in London on the 7th inst.

The returns of the Subordinate Court, for the year 1903, are printed in the *Gazette*.

Our usual weekly commercial intelligence, including the share report, is printed on page 3.

This s.s. *Kelvin* due here about 5 p.m. on 15th inst. is bringing on the cargo originally intended for the *Sado Maru*.

DURING January, 340 deaths were registered in Hongkong. Of this number, 12 were among the European and foreign community.

READERS are reminded of the Al Fresco Fête, to be held in the compound of the Roman Catholic Cathedral to-morrow evening, on behalf of the poor orphans and invalids of the Italian Convent.

THE N.Y.N. steamer *Yawata Maru*, which was lately placed on the company's Shanghai line, has again been removed from the service, and the chartered steamer *Bergloe* is to take her place.

THE Osaka Shosen Kaisha steamer *Miyashima Maru* struck on a sunken rock off Inoshima, near Hiroshima in the inland sea, on the night of the 21st ult. She was refloated immediately.

WE regret to hear that Mr. Frank Pengelly, a popular member of the Dallas Musical Comedy Company, was taken to the General Hospital, at Shanghai, on 4th inst., suffering from a severe attack of pneumonia.

THE continuation of the re-opening services will be held to-morrow at 10 15 a.m. at the Wesleyan Garrison Church, the preacher being the Rev. C. H. Hickling. At the Union Church at 6 p.m. the chaplain will officiate.

It is officially reported from St. Petersburg that General Alivater, the Inspector of quick-firing guns for the Russian Army, has been disgraced by the Tsar owing to the revelation of the unreadiness of the guns for service.

THE Norwegian steamer *Frigga* has been chartered to the Mitsui Bussan Kaisha. She will, together with the steamer *Rena*, be employed in the transportation of coal from Kuchino to Shanghai, Hongkong, and Singapore.

THE Tientsin service of the Nippon Yusen Kaisha being re-opened, the chartered steamer *Papelsburg* is employed for that service. She was to have sailed from Yokohama for the North China port by way of Kobe, Moji, Nagasaki, Fusan, and Chemulpo.

A MARRIAGE has been arranged and will shortly take place between Miss Lucilla (Loo) Gertrude Leembruggen, eldest daughter of Dr. and Mrs. Wilmot Leembruggen, of Ngombo, and Mr. Arthur Clement-Smith, eldest son of Sir Cecil and Lady Clement-Smith of Wheat-hampstead, Herts.

MESSRS. H. Humphreys, J. R. Capell, W. Davies, H. G. McKilligan, A. P. Nobbs, H. S. Spurge, H. G. Stevens, A. Stevenson, and W. G. Sutton have been exempted from the operation of bye-laws regarding poisons made under the authority of the Public Health and Buildings Ordinance, No. 1 of 1903.

It is notified that on and after the 1st day of June next, steps will be taken to abate nuisances arising from the emission of black smoke from the funnels of steamships within the waters of the Colony when the same is sent forth in such quantities as to come within the meaning of section 26 sub-section 12 of the Public Health and Buildings Ordinance, No. 1 of 1903.

A CANTON dispatch to hand states that on the night of the 23rd ultimo a band of desperadoes suddenly appeared at the Canton-Hankow Railway depot, at the newly opened treaty port of Sanshui, on the West River, and murdered six or seven Indian watchmen employed at the depot. The attack was so sudden and the number of desperadoes so great that, although armed, the Indians were slain before they could do anything in the way of defense. The reason of the outrage is said to have been revenge for the death of several members of the gang who had been shot by the Indian watchmen some weeks previously while attempting to raid the depot.

THE following returns of the average amount of bank notes in circulation and of specie in reserve in Hongkong, during the month ended 31st ult., as certified by the managers of the respective banks, are published in the *Gazette*.

Banks.	Average Amount.	Specie in Reserve.
Chartered Bank of India, Australia and China.	\$3,172,620	\$2,000,000
Hongkong and Shanghai Banking Corporation.	13,758,861	8,000,000
National Bank of China, Limited.	426,607	150,000
Total.	\$17,358,088	\$10,150,000

TOYO KISEN KAISHA AND U.S. MAIL SUBSIDY.

By the withdrawal of the steamships *America Maru*, *Hongkong Maru* and *Nippon Maru* of the Toyo Kisen Kaisha line the company has lost \$6,000 per annum from the United States government for carrying mails.

The Toyo Kisen Kaisha vessels run on what is termed a "domestic contract," which is to carry United States mails between San Francisco and Honolulu. From Honolulu to the Orient, the vessels run on a "foreign contract," and the company is paid according to the regulations of the Postal Union.

The route is 7,100 miles long and the vessels are under contract to make fifteen round trips per annum for this service. The *Oceanic* Company is paid \$7,000 per annum for making seven round trips per annum, for the vessels on the through run.—*Ex.*

THE KOWLOON LAND AND BUILDING CO., LTD.

EXTRAORDINARY MEETING.

An extraordinary general meeting of the Kowloon Land and Building Company, Limited, was held at No. 5, Queen's Road Central at noon to-day for the purpose of submitting alterations in the Articles of Association. There were present: Messrs. J. Gosmann (chairman), T. H. Reid, T. F. Hough, W. H. Gaskell (directors), A. Shelton Hooper (secretary), J. R. Michael, S. J. Michael, E. B. Shepherd, Mowbray S. Northcote, and J. C. Peter.

The Chairman said—Gentlemen, you are met here to-day to consider three resolutions altering our Articles of Association, one resolution increasing the fees payable to directors from \$150 to \$500 per annum, the other resolutions making it only necessary that the accounts should be audited by one instead of two auditors. When the Company was started the amount of fees allowed to the directors was \$1,500, but at the suggestion of some of the shareholders the Articles were altered and the fees reduced to \$150, the reason then being that it was not a dividend paying concern, and the late Mr. H. J. Holmes, in proposing the reduction said that, if the Company were in a more flourishing condition he was perfectly sure the shareholders would not only be willing to pay the allowance provided for by the Articles of Association, but would thank the directors for their great care and trouble in connection with the affairs of the Company. The present shareholders now recognise this, and Mr. J. R. Michael, in seconding the adoption of the report and accounts at our last annual meeting of shareholders, said he wished the Company would consider the advisability of increasing the amount now payable to the directors. With regard to the second and third resolutions it is considered that the simplicity and shortness of the accounts do not warrant our employing two auditors. With these remarks, which I think explain all you require to know, I would ask some shareholder to propose the first resolution.

Mr. J. R. Michael proposed that, "In Article 81 the words 'Five hundred dollars' shall be substituted for the words 'One hundred and fifty dollars.'"

Mr. S. J. Michael seconded.

Carried.

Mr. Peter proposed, Mr. Shepherd seconded, and it was agreed that, "In Article 102 the words 'An Auditor' shall be substituted for the words 'Two Auditors.'"

On the proposition of Mr. J. R. Michael, seconded by Mr. Northcote, it was resolved that, "In Article 108 the word 'Auditor' shall be substituted for the word 'Auditors.'"

The Chairman.—That is all the business before the meeting, gentlemen. I thank you for your attendance. Notice of the confirmatory meeting will be conveyed to you in due course by advertisement in the newspapers, in about a fortnight's time.

A BLAZE IN WELLINGTON STREET.

About 3.30 a.m., in response to the alarm bell from the Clock-tower, the Fire Brigade turned out and proceeded to Wellington Street, where a four storied house, situated at No. 138, was in flames. The firemen got to work expeditiously, and the hoses from two engines and the fire float were turned on to the conflagration. Some delay was experienced in obtaining a sufficient supply of water from the mains, owing to which the third and fourth floors became enveloped in flames, the fire having started on the second story. It was also owing to this that the next house, No. 136, was at one time in serious danger of being consumed, the top floor actually caught fire, but was extinguished thanks to the strenuous efforts of the Brigade. At about 5 a.m. the conflagration was under control, No. 138 being, however, completely gutted. The ground floor of the house was being used as a silversmith's shop, the other floors serving as habitations. It is stated that no insurance had been effected on the building or its contents. The cause of the conflagration remains unknown.

SCHOONER ASHORE.

The American schooner *Eldorado* (Capt. H. Smith), bound from Port Townsend to Shanghai with a cargo of lumber consigned to Messrs. S. C. Farham, Hoyd and Co., Ltd., went ashore on the lower Middle Bank, about 14 miles N.N.E. of the Kluatan Lightship, late on Thursday night. According to the *N. C. D. News* of the 5th inst., the news was received at Shanghai on the Saturday and the Shanghai Tug and Lighter Company immediately dispatched a tug-boat and a cargo boat to render assistance, the *Waiting* returning to Shanghai on Sunday night with a large cargo of salvaged lumber on board. Latest reports are to the effect that the *Eldorado* is lying beam on and is in a very precarious position. The weather was very bad on Sunday and should it continue so there is a fear that she will break up. A considerable quantity of her cargo has been jettisoned, and on Sunday evening could be seen floating in all directions in the vicinity of the Lightship. Innumerable native junks are hovering round the stranded vessel, reaping a rich harvest among the floating timber. The *Eldorado* left Port Townsend for Shanghai on the 10th of January, and but for Thursday evening's misfortune would have reached Wosung in 81 days—an excellent run. She is a wooden four-masted schooner of 881 gross and 794 net tonnage, and was built in 1901 at McWhinney's yard, Aberdeen, Wash., U.S.A. Her owners are Messrs. Sanders and Richardson and her port of registry San Francisco. Her dimensions are: length 196 feet, breadth 40 feet and depth 14 feet 9 inches.

APPOINTMENTS.

It is notified in the *Gazette* that Mr. J. Whitall has been appointed a Lay Member of the Church Body, vice Mr. P. T. Wright resigned. Messrs. H. T. Jackson and A. Carter will discharge the duties of Sanitary Surveyor during the absence on leave of Mr. J. J. Bryan, and Messrs. F. Ward, T. Abley, J. McHardy and W. Cameron have been appointed inspectors under the Sale of Food and Drugs Ordinance, 1896.

A CHINESE NEW YEAR HOLIDAY IN SOUTH CHINA.

BY J. WOODBERRY.

"Outward Bound" from Shanghai to Hongkong, January 30th, on the steamer *Sachsen*, "fresh fields and pastures new," having never visited our Mission Headquarters in South China at Wuchowfu on the West River, Kwangsi, nor the dreamy south-land of China as found only in Canton and Macao; nor gazed on the fair city of Hongkong, the southern rendezvous of our "boys in blue," we had a rich and varied programme before us. Many old friends and college classmates are strongly entrenched "along the hills of light" in dark Kwangsi; and many a dear lad of the Fleet who calls us "father" and "mother" waited to welcome us to the British Isle of Hongkong. Steaming along the picturesque coast, through the Formosa Channel, and into the blue waters. Dotted with rocks and lighthouses, mountains and islands, we were borne, at sunset, into the magnificent harbour of the Queen City of the South; and as our eyes swept for the first time over the panorama of graceful and thickly settled shoreland, and the terraced hills, sparkling with lights, guarded by her royal navy, we were enthusiastic in our admiration! We had thought there was no place like Weihaiwei; but Hongkong was the climax of a whole series of Weihai-weis! When the *Sachsen* cast anchor off the Kowloon pier, we were piloted by good Captain Brown to the ferry, and went at once to the City Hall, where a week of special services for "Jack" was beginning, and arrived in time to see a stream of the worthy citizens of Hongkong pouring down the broad staircase. At the top we were welcomed by many smiling faces from the ships, among them Miss Forster, formerly of the Shaftesbury House, Shanghai. The beloved Bishop of Hongkong preached that night, and as the service was concluded, Miss Forster, accompanied by quite a retinue of sailors, escorted us back over the river to the Kowloon Seamen's Institute, over which she presides. Her deserved popularity is increasing the attendance of the bluejackets and mariner, who now patronize this old resort, with new pleasure. After a most enjoyable hour, we said good-bye, promising to return later, and sailed away on the morning up the West River. Arrangements were made to go on Banker and Co's little steamer *Wo Kwai*, direct to Wuchow, the re-treaty port at the juncture of the West and Cassia Rivers, the future Hankow of South China. One of the *Wo Kwai*'s two tiny cabins was occupied by us, and the other by our fellow-passenger, Benjamin Randall, until recently of the B. and F. Bible Society. Mr. Randall was thoroughly conversant with Kwangtung and Kwangsi provinces, and a most delightful conversationalist; he is somewhat famous as the gentleman who first distributed Gospels in Manila, which had been waiting ten years in Singapore for admittance. The American Captain, Sherman by name, had a little Cantonese "Rose" as his wife, and she was the stewardess of the little craft, doing the principal part of the cooking, which was served up charmingly, a la Americaine, in the wee dining saloon. Searchlights from the men-of-war at anchor made paths of silvery sheen far up the river, and moon-light bathed the romantic scenery with added beauty, as we sped along amid baby "w'licaps," and rainbow phosphorescence into the tranquil flow of the river, now narrow, now widening into dimpled lakes, between shores crowned with mountains, and fringed with islands. We were loath to go to sleep and lose the view of the beautiful pictures, changing every few moments; but it cannot always be "to-day" until we reach that city of which we sing "there shall be no night there." To-morrow dawned serene and sunny, and the day spent on deck, our eyes alternating between the glorious landscape and the pages of an interesting book by Captain Thomas describing this celebrated region of the Sai Kong or West River, second only to the Yangtze, and closed to foreigners until 1897; rising in far-away Yunnan, flows almost due east, through Kwangsi and Kwangtung, for 800 miles, through one of the oldest civilizations in the world, abounding with places of interest to the tourist, business promises to the merchant, and harvest-hopes to the missionary, who is penetrating farther and farther into the "Regions Beyond." The shores are thickly strewn with temples and pagodas, occupying romantic sites; lovely bamboo groves and palms, and ancestral halls with literary poles to distinguish the exalted rank of China's aristocracy. Towards evening, as we seemed to be following the sun to his setting in the West, the Captain's wife told us we were approaching the famous Shiu Hing Gorge, and pointed up to the "Waiting Wife," a moaihi figure on the rocks, 40 or 50 feet high, whose husband went to Kwangsi, and never returned. Our missionaries told us of a companion rock in Kwangsi, called the "Detained." As we listened to tales of romance and legend, tigers and pirates, we steamed into the narrow Gap or Gorge, the river suddenly changing from two to a quarter of a mile in width, then 250 yards, and acquiring a depth of 100 feet. Hemmed in by frowning mountains some of them nearly 2500 feet high, with verdant valleys between, stretching away in massive ranges, and filled with the black rock from which Chinese inkstones are

made, and sent all over the empire. It was glorious, and we seemed in wonderland! A little before, we had passed through snipe-marshes, and seen in the distance the towering Ting Yu Shan, or Summit Lake mountains, the highest being 3,180 feet above the sea, and upon whose rugged sides picturesque waterfalls fall sparkling down, the famous "Flying water" having a fall of 50 feet into a transparent pool of blue-green water, 7,000 feet above the river. A Buddhist Monastery, a rich cloister, patronized by the wealthy of the countryside, crowning the space above, and containing many shrines, with accommodation for 300 priests. A climb of 2,000 feet more, and the pinnacle is reached, from which a panorama, gorgeous to behold, spreads for nearly 50 miles east, north and south. Below, Inkstone Island, with its pretty legend, divides the river in twain, and we sail through the gorge, for about four miles, to emerge from the rapids on the broad breast of the river, leading to Shiu Hing; this city, once the seat of local administration now transferred to Canton, is near the Seven Star Marble Hills, with their wonderful caves, and extraordinarily lovely stalactites, and stalagmites, subterranean streams, and eyeless fish. These Hills are surrounded by sheets of water, covering hundreds of acres and adorned with beautiful plants. Hundreds of steps are carved in the stone, and chains mortised into the rocks, to assist the tourist in exhilarating climbs to the innumerable temples and monasteries situated in gorges and on dizzy heights almost inaccessible. Indeed, the flora, and fauna, and scenic grandeur of this whole region is beyond description. And the folk-lore abounding is equally beyond comprehension. Shiu Hing Fu is built on land reclaimed by the building of a huge dyke, some 800 years ago; and three cairn-like structures on Spike Hill are believed to keep it anchored, that it may not be washed through the Gorge, and go flying over the Hsiao Hing Rapids. Likewise, a life-size figure of the Goddess of Mercy, cut out of virgin marble, high up in a grotto amid the hill-caves, is believed to be a natural formation. The Gorge has been compared to the Highlands of the Hudson, or the Rhine and Switzerland, but the people in its vicinity are far behind the more favoured populations of the west. A sadness came over our spirit as we saw no signs of knowledge of the wonderful "Light of the Nations." The people are brave and have suffered much; during the ancient invasions of the Tartars, the Sai Kong was dyed crimson with the life blood of the citizens of Shiu Hing, and the invasions of the Taipings were resisted to the last, with a last lingering look, we pass on toward Wuchow, until the city looms up in the distance. We have passed tall pawn-shops, the safe deposits of the communities; water-gates, banana palm groves, with their rich foliage; feathery bamboos, like tree-ferns, primitive sugar mills, huge rafts with huts and households of people, floating or anchored to the islands of the river; The Monk's Head, and Cockcomb Rock, notable sandstone formations; firewood boats, sugar, tobacco, tea, camphor, silk, cassia and fruit-plantations; and had glimpses of an ancient race at home in a long-closed land. Leisure hours, as we journeyed, were spent in reading a new book "A Miracle in Stone," or the Great Pyramid; and our boat passed hundreds of pyramid-shaped hills in pyramidal masses, we were reminded of the greatness of the God of the whole earth, and His last message, "Go ye into all the world—and disciple all nations." We have been long coming; this quaint and ancient race is still unawakened from the sleep of ages. It was therefore with a sigh of thankfulness that we saw our Mission Station looming up on a high hill-top in the distance, like a city set on a hill that could not be hid. On an adjoining hill, the British Consulate stood, and both were seen far down the river, as a' the tall pagoda, in which lights are kept burning during the Triennial examinations in Peking, "to give good joss to the students of Kwangsi." Wuchow Pe k, 1400 feet high, looked down upon us and the city of thirteen centuries, only now opened to the Gospel. We had come 200 miles up this noble river and reached the head of steamboat navigation, on the border between the two Kwang Provinces. A few hundred miles away the rebels were encamped, lurking and desperate men, and river pirates, through all the country round. The city wall wound up a hillside opposite our Alliance Home, on which the powder magazine is built, and bugle notes of soldiers on guard floated out on the air. After a formidable climb, we stood at the door of the beautiful Alliance Home, recently erected, and had a glad reunion with old friends in South China, which we shall long remember. Several weddings had recently occurred, and "honeymoons" were being taken; to new stations as far west as the capital of Kwangsi, although the rebels were still in force, and the pathway thick with dangers. Shanghai Mercury.

(To be continued.)

SHIPPING AND MAILS.

MAILS DUE.

Canadian (*Empress of India*) 12th inst.
German (*Hamburg*) 12th inst.
Indian (*Gregory Apar*) 15th inst.
Indian (*Litang*) 17th inst.
American (*Siberia*) 17th inst.
Canadian (*Tartar*) 22nd inst.

The C. & M. Co's s.s. *Rubi* left Manila to-day, at 11 a.m., and is due here on Monday, at 3 p.m.

The C. P. R. Co's s.s. *Empress of China* left Yokohama p.m., on 8th inst., for Victoria and Vancouver.

The N. Y. K. s.s. *Kelvin* from London, arrived Yokohama on 8th inst., and is expected to arrive here on 12th, at 5 p.m.

TELEGRAMS.

(Reuter's.)

The War.

Russian Naval Reinforcements.

LONDON, 7th April.

St. Petersburg advices state that the Grand Duke Alexis' yacht *Svetlana* is being converted into a cruiser; the woodwork is being replaced by iron and she will join the squadron starting for the Pacific in June. The squadron will consist of the *Dimitri-Donskoi*, *Odyssia*, *Aurora*, four new battleships of the *Tsarvitch* type, two old and three new cruisers, two old and two new transports, two destroyers and five torpedoers. The squadron carries nine submarines.

LATER.

Bomb Outrage in Spain.

A bomb was thrown at King Alfonso while on a visit to Barcelona. The King escaped unhurt.

The Anglo-French Agreement.

Reuter's correspondent states that the Anglo-French negotiations have reached the closing stage. Lord Lansdowne and M. Cambon had the concluding conference today. A final reference will subsequently be made to Paris.

The United States.

An excited Presidential election campaign has begun in the United States. The Republicans will certainly nominate Mr. Roosevelt. There are at present two Democratic aspirants, Chief Justice Parker, and the millionaire newspaper proprietor, Mr. Hearst, supported respectively by Mr. Cleveland and Mr. Bryan. The chief plank in Mr. Hearst's platform is a relentless denunciation of Capitalists and Trusts, but Chief Justice Parker is most likely to be nominated.

LEAVITT'S TROUBADOURS.

Mr. M. B. Leavitt's troupe of Anglo-American troubadours arrived yesterday from Singapore on the *Malta*, and dispositions have already been taken for the first performance to take place at the Theatre Royal on Monday. The programme will be a full one, Misses Georgia Putnam, Helen Collins, Violet Chard and Mlle. Lenore all appearing in their special "turns," while Messrs. Victor Lydall, W. Lansdowne and W. Taylor contribute popular vocal, instrumental and comical "numbers" to the entertainment. The mysterious Zancigs, experts in mental telepathy and a recent addition to the Company, will be sure to attract crowded houses as public interest is daily increasing in all that concerns hypnotic art. We learn that booking is already proceeding briskly.

FRENCH NAVAL SCANDAL.

SECRET PAPERS OFFERED TO JAPAN.

The Paris correspondent of the *Daily Mail*, writing on the 10th ultimo, states that considerable commotion has been caused in French naval circles by a sensational discovery, which recalls a scandal of a similar kind, which occurred in 1900.

A few days ago Captain Martin, a naval officer, received a letter, the contents of which caused him some surprise. It read somewhat as follows:—

"On two separate occasions you have offered me confidential documents on the navy. If you wish to follow up your proposals meet me at—," etc., the hour and place of meeting being mentioned. Captain Martin examined the envelope, and discovered that it was addressed not to him, but to a quartermaster of the same name attached to the Admiralty Headquarters Staff at the Ministry of Marine.

The letter purported to be from a naval attaché of the Japanese Legation in Paris, and after reflection the officer decided to hand it over to his chief. The police were communicated with and Quartermaster Martin was arrested at his house on Monday night, handcuffed, and conveyed to the Pepiniere Barracks.

Martin was particularly well placed to obtain confidential and in part information on the subject of combined action on the part of the French and Russian fleets, and the verification of the documents confided to his charge at the Ministry of Marine is said to have shown that one was mischievous. It is not believed, however, that Martin had had time to deliver any documents to the attaché with whom he was in communication.

A note has been issued by the Japanese Legation stating that there is no truth in the assertions concerning the naval attaché and his alleged relations with Quartermaster Martin.

THE STOCKBROKERS' LAMENT.

You would think when things are cheap it is then the time to buy (You should see the bargain hunters at the drapers).

But it seems in stocks and shares it's a thing that won't apply, As is witnessed every morning in the paper.

For as soon as prices drop there is panic in the air, And the public seem content to let them dribble;

But directly there's a rise in a certain kind of share, It's astounding how the flocks begin to nibble!

—Sport and Gossip.

THE WAR.

THE NEGOTIATIONS.

Mr. M. Noma, Consul for Japan, has kindly handed to us a copy of the correspondence regarding the negotiations between Japan and Russia, which was presented to the Imperial Diet last month.

A correspondent has written informing us that on the 28th ult. Their Imperial Japanese Majesties gave the sum of Yen 100,000 to the Teikoku Kaisha Yengo Kai (the association for the relief of those serving in the Japanese Army and Navy).

REGULATIONS AFFECTING NEUTRALS.

The following extract from the *London Gazette* of the 1st March, is published in the *Gas* II:—

Foreign Office,
February 29th, 1904.

His Majesty's Secretary of State for Foreign Affairs has received the following telegram from His Majesty's Ambassador at St. Petersburg:—

Regulations affecting neutrals to be applied by Russia during war with Japan, published to-day.

Declared Contraband of War.—Arms, munitions, explosives and substances used for manufacture of explosives, material for artillery engineering and baggage trains, such as gun-carriages, campaign kitchens, carts, barbed wire, pontoons, harness, &c., articles of military equipment and clothing, ships constructed for purposes of war, boilers and all kinds of ship machinery, every kind of combustible such as coal, naphtha, alcohol and similar substances, materials and objects for telegraphic and telephonic installations or for construction of railways generally, all objects intended for war by sea or land, including rice, provisions, horses, &c.

Assemblage of contraband of war are the following acts:—Transport of enemy's troops, despatches and correspondence and furnishing transports and ships of war to the enemy. Neutral ships captured while engaged in flagrant act of contraband can, according to circumstances, be seized and even confiscated.

LATEST FROM NEWCHANG.

Newchwang, 29th March.

Five Butterfield and Swire's steamers from Shanghai arrived at the bar yesterday and after an overhaul from the Russians here entered the harbour to-day. They were all stopped in passing Port Arthur, meeting 5 battleships, a number of cruisers and torpedo boats—31 vessels in all. Blank shots were fired across their bows.

The Russians proclaimed martial law yesterday. The British Consul notified his nationals that he had protested and had referred the matter to his Minister at Peking. He advised that British subjects should, in the meantime, conform with the declaration.

The Russians have ordered the British flag, hoisted over the stables rented by the war correspondents, to be lowered.

A British resident, who shot a mad dog in his compound, was only saved from arrest for letting off fire arms on his premises, by the intervention of a friend conversant with the Russian language.

Mr. A. Kretzer, of the Russo-Chinese Bank here, has been appointed French Consular Agent at this port.

A reply has been received by the British Minister in response to the petition of British subjects for protection during forthcoming hostilities. The Consul has invited signatories to hear the reply read at the Consulate this afternoon. Its purport is not known now.

It is not expected that the Japanese will make an attack on Newchwang immediately. General unrest prevails. The gunboats are still in dock.—*Shin hai Mercury*.

NEWCHANG RESIDENTS PREPARE FOR SELF-DEFENCE.

In response to the Circular calling a meeting of residents to consider the steps necessary for self protection in Newchwang, recently published in the *Mercury* the *China Times* reports that about fifty residents responded. There were also present several war correspondents as spectators. Dr. Daly was nominated to the chair.

The Chairman of the Rostrum:—

Gentlemen,—You are all no doubt aware that it is more than likely that in the very near future we shall find ourselves in the midst of severe fighting and in the event of the Russian forces retreating they of course will not be in a position to protect our lives and property as they have done heretofore. I am of course speaking of the inevitable interval that is sure to happen, if the Russian forces are forced to retire, and before the Japanese can occupy and police the town. We have nothing to fear from either of the belligerents, but you are no doubt aware that within our immediate vicinity there are hundreds of lawless characters both foreign and Chinese camp followers, who are here for the express purpose of looting, and these are the people we must protect ourselves against.

After a few remarks by Mr. Blandie and others, it was decided to appoint a committee of three to approach the Consular Body through the Senior Consul (Mr. Fulford), asking them to ascertain if possible what steps the Russian Administration proposed to take for the protection of lives and property in the event of Newchwang becoming the scene of hostilities. Every credit was given the Russian Administration at the meeting for the way they had preserved peace and policed the town during trying times.

After the Russian reply, another meeting will be called, when it may become necessary to act on the original notice, and settle on some definite plan of action for self protection against mob or individual violence.

Japanese scouts entered Wiju at 11 a.m. on 4th inst. From the indications it is believed that the Russians have retreated beyond the Yalu.

The C. M. steamer *Hsinjung* from Tientsin reports that between 3 and 4 a.m. on the 27th ultimo, the chief officer and third engineer dis-

appeared, the search lights and flashes of shells during the engagement on that date, the ship then being about 16 miles off the Big Bamboo, and about 30 miles from Port Arthur. The Chinese authorities at Shanhaikwan, acting according to law, have confiscated and sold locally the cargoes of six sea junk, consisting of potatoes, cabbages and such like, which were intended for Port Arthur and Newchwang, and were seized at Chinwangtao. Fifty bags of flour were stopped at the Tientsin railway station on Saturday. They were in charge of a Russian woman, who said they were intended for Shanhaikwan. Permission to take them on was refused.—*China Times*.

Major-General Desino, Russian Military Agent, communicated the following telegram to the Shanghai press:—

Port Arthur, 2nd April.—On his arrival at Port Arthur the Imperial Lieutenant (Viceroy) Alexeiev visited the *Tsarvitch*, *Retvizan*, and *Pallada*, the forts, works, and hospitals. The outer roadstead is adorned with immense Japanese vessels perched on rocks, in the vicinity of the entrance to the port which remains absolutely free. The streets, the shops, and the works are full of animation. New arrivals are shown as a curiosity some houses pieced by fragments of projectiles, not a single shell having fallen into any building whatever. Life at Port Arthur continues its habitual course. (sd.) Plancon.

THE MOUNTED BANDITS.

According to native reports the Russian authorities have demanded of the Tartar General that as Manchuria has not been included in the neutral zone the following orders are to be carried out: That Russia has the right to exercise power over the local Chinese officials. That taxes and revenue be handed over to the Russian Government. That all Chinese troops be subject to Russian orders. The Tartar General has refused to carry out these demands, and we consider he has a perfect right to refuse. The excuse the Russians make for issuing such orders is, that the mounted bandits are a great obstacle to military movements, and that these bandits have not been suppressed owing to the strength of the Chinese troops being inadequate, and that the Chinese officials have not acted promptly, and in consequence of this the mounted bandits have wrought considerable damage to the railway and telegraph lines.

As Russia's demands have been refused, Russia now asks that China give her a prompt reply regarding the methods she intends taking to suppress these bandits. Russia has made several propositions to overcome the difficulty they are now having with these bandits, namely, that the bandit chiefs be asked to surrender and those agreeing to do so should be rewarded with Chinese military official titles. That a quarter of each Russian regiment be composed of these bandits who are to be well paid and receive good food. That those unwilling should be bribed with money to keep quiet, and the money for this purpose should be obtained by extorting it from wealthy Chinese merchants and shopkeepers, whose houses should bear a mark when they will be protected by the Russians.

According to native reports the Russian have a thousand bandits and six hundred Russians in Chinese military uniform at Newchwang. They are there for the purpose of complicating matters as much as possible, should the Japanese attack Newchwang.—*Ex*.

Among the passengers on the P.A.L. steamship *Hamburg*, which left Kobe for Yokohama on the 29th ultimo, were Major von Förster, of Bavaria, and Captain Hoffmann, German Military Attaché. They visited the Kencho at Kobe and took a tour round the town. They will proceed to the front after having gone through the usual formalities at their respective Legations.

The latest statistics published in Japanese papers show that there are 67 Russians still resident in Nagasaki.

THE SIEGE OF PORT ARTHUR.

Chefoo 28th March.

At the present moment Port Arthur is more of an encumbrance to Russia than an advantage, for she is obliged to defend it as a matter of honour and prestige, yet its only utility is to serve as a base for an active fleet, which no longer exists.

We are as much in the dark at Chefoo, as elsewhere as to the real condition of things in Port Arthur garrison. But there is no reason to doubt the soundness of the Russian claims that, provided its communications remain intact, that fortress can hold out for an indefinite period. "Provided its communications remain intact." This is a big qualification.

Russian military officers believe that the Japanese are aiming in the first instance at Port Arthur and in the second at Mukden. It is believed they are purposely delaying the Japanese advance northward from Korea, or at least they are not unduly hurrying it, in order to give themselves time to formulate a simultaneous attack from the other side, namely from the Liao-ho valley. If the belief is correct, the Japanese will have two lines of advance, one from the direction of Wiju north-westward and the other from Newchwang north-eastward, converging upon one another, cutting the line of communication between Mukden and Port Arthur, and enveloping both of these places in turn.

Russian efforts are now directed toward blocking the way of these two advancing lines. Fortifications are being made at various strategic points, rather late in the day, perhaps, but as the Russians will say, better late than never. The Japanese advance will be obstructed very strongly in the hill country between Lianyung and Yalu, where an attacking force must run great risk. It is not clear, however, how the Russians are going to stop the invaders from cutting the Port Arthur railway from the direction Newchwang, where the Russians are starting defensive operations at the last moment, and probably with little avail.

The weakness of the Russian position consists in the defenceless condition of their western flank. Had the Russian fleet at Port Arthur

remained active, the Japanese could not land troops at Newchwang, and no defence on that side would be needed, but as things stand, it would appear a waste of energy for the Japanese to carry on a perilous advance against fortified lines in the hills before Haicheng or Liao-yang when the whole position can be turned from the rear. Had the Russians been able to seize and fortify Newchwang on the one side and Wiju or Yungangpho on the other, as buttresses of Port Arthur, the latter fortress would have been the pivot of an impregnable position *China Times*.

CHINESE LABOUR FOR THE RAND.

Our Tientsin correspondent sends us the form of contract to be signed by the labourers, who are being recruited in Shanghai and Chihli for the Rand mines. It is as follows:—

"The labourer agrees to proceed to the Transvaal Colony in South Africa and there to work on the gold mines for the period of his engagement.

The engagement is for three years dating from the day of the labourer's arrival in the Transvaal.

The journey from Tientsin to the Transvaal is estimated to take 35 days. The employer will transport the labourer free of cost by sea and land from Taku, where this contract is made, to his destination in the Transvaal and will provide during the journey, without any charge to the labourer, accommodation, food, and medical attendance, complying with all the requirements of the British laws which exist, dealing with this matter.

The employer will transport free of charge a reasonable quantity of clothes and other private effects as may be necessary.

The employer will provide the labourer, after his arrival in the Transvaal and during the period of engagement, with housing, food, and medical attendance, free of all charges.

The food provided for the labourer shall be according to the schedule A attached, except in so far as the scale of food may be altered by law or regulation of the Transvaal Government or by mutual agreement between employer and labourer.

At the expiration of the engagement the employer will transport the labourer, free of all charge, by land and sea to the place where this contract was made, or to Tientsin, providing accommodation, food, and medical attendance on the journey, as before, and complying with all the requirements of the British laws which exist dealing with this matter.

If the labourer wishes to renew his engagement at the expiration of the contract he shall be allowed to renew it with the consent of the employer in such manner and for such period as may be provided by the laws of the Transvaal.

In case of such renewal the labourer shall be entitled, at the end of the further period of contract, to receive a free passage to Tientsin with food, etc., on the journey, as before, at the expense of the employer.

The labourer shall be paid wages from the day of his arrival in the Transvaal, at the rate of 25 shillings per calendar month (that is, 5 half-sovereigns every two months).

The day's work shall not exceed 10 hours. The labourer shall not be compelled to work on Sundays, nor on the following Chinese holidays:—

Chinese New Year ... 3 day's holiday
Dragon Boat Festival " " "
Full Moon " " "
Winter Solstice " " "

except as over-time.

It is to be understood that as soon as possible after the arrival of the labourers at the mines, a system of piecework payment—that is payment upon the amount of work actually done—will be arranged for most kinds of work. The labourer will then be given the choice wherever possible of being paid in this way, according to work done, instead by a fixed wage per month. The piecework payment will be fixed on such a scale that a really efficient and industrious labourer who works in this way will be able to earn more than 25 shillings a month and the best labourers will be able to earn even as much as 50 shillings (five half-sovereigns) for 30 days' work.

All wages will be paid monthly and in gold of British currency.

Should labourers who are working on the monthly wage system fail to work, whether from illness or other cause, on working days (i.e. days other than Sundays and the holidays mentioned above), they will not be paid for the days on which they do not work, but will continue to receive free food and housing on those days as on others. They will also receive free medicines and medical attendance in case of illness, and there will be hospitals where those who are sick will be received and treated free of charge.

Should a labourer refuse to work or become permanently unable to work from any cause, the employer will be allowed to terminate the engagement, but will be bound to transport the labourer free of charge, with food, etc., on the journey, as before, to the place where this contract was made.

Should the labourer become permanently disabled from work by an accident incurred in the service of his employer, and not through his own fault or negligence, the employer shall pay to his representative, to be named in the contract, the sum of 10 half-sovereigns.

In the event of the labourer dying during the period of engagement, his remains will be buried decently on land, according to Chinese custom. If the labourers desire to form societies among themselves for the purpose of embalming or otherwise preserving the bodies of any of their number who may die in the Trans-

vaal and send them back to China, every facility and assistance within the power of the employers will be given to such societies, and in particular the employers will provide, at their own cost, for the transport of the body, if embalmed or otherwise preserved, from the Transvaal to China.

The labourer shall be entitled to make an allotment of his wages to be paid in China to his family or representative. The amount of such a allotment and the name of the person to whom payments are to be made shall be stated on the contract entered into by the labourer. The employer undertakes to arrange for the payment of the allotment in China; the first payment to be made at the end of the first month after the labourer's arrival in the Transvaal and the subsequent payments monthly as long as the labourer continues to be employed. No change is to be made in the arrangement thus made without mutual consent.

The employer undertakes to advance to each labourer, before starting, the sum of 30 dollars, for pur, use of outfit, making provision for his family, etc.

The labourer will have to repay this sum to the employer within six months, from the date of his commencing work.

We learn from the *Tientsin and Tientsin Times* that the daily rations include 2½ lbs. of rice, ½ lb. of oil, or other grain, 6½ meat or fish, fresh or preserved, 3oz. vegetables, ½oz. tea, 2oz. ground nut oil, and salt, which is fully a liberal dietary as the northern coolie can ordinarily obtain. "The employers are more over carefully preparing," we are told, "to send stocks of all Chinese requirements to the Transvaal with the idea of enabling the Chinese to procure their clothes, shoes, tobacco, their writers, barbers, etc., at precisely the same rates there as they do in Tientsin," and when he gets to the Transvaal the labourer will be watched over sedulously by the Inspector of Immigrants, who will see the contract he has made is enforced in spirit and in letter in his favour.

On a cursory perusal, the contract seems remarkably fair, but a closer reading will show that there are very serious omissions in it, and what it does not contain is of as much importance as what it does. Except the brief statement that he is "to work on the gold mines," there is nothing to draw the labourer's attention to the fact that he is to work ten hours a day underground in the deep levels. Nor is there any hint that during his three years' stay in the Transvaal, he will be kept in a compound from which he will not be allowed to stray, on his Sundays and holidays. Nor that he will have no opportunity to better his position. The day he reaches the Rand he becomes an underground miner, and that he remains until the day when he is put in a railway truck to be repatriated. Now the Chinese coolie is not entirely unenterprising or without ambition, and he likes to be able to wander about and chat with his fellows and look at things when he is not working. Every Chinese coolie is a gambler at heart, and, on the look-out for a lucky chance to rise, on the voyage out he will be considering how he will plant vegetables, and make a little profit on them, and by-and-by open a family shop, and so raise himself and his family above the scale of the coolie. That he will be satisfied when he has bound himself by this apparently harmless contract is very improbable; and, at any rate, he should be given an opportunity to understand exactly, before he signs the contract, the peculiarly onerous conditions under which alone public opinion in the Transvaal has consented to the importation of Chinese labour. It is no use to rely too much on the protection that the Ins. of Immigrants can give to the coolies. The magistrates at Johannesburg are men connected with the mining industry, and to the Government of the Transvaal the chief anxiety is that the mines shall be made more remunerative than they are. The condition of the coolie will possibly be a secondary consideration.—*N. C. D. News*.

COMMERCIAL.

TODAY'S EXCHANGE.

Selling.

London—Bank T.T.	182
Do. Demand	181 1/16
Do. 4 months' sight	181 1/16
France—Bank T.T.	24 1/2
America—Bank T.T.	24 1/2
Germany—Bank T.T.	176
India T.T.	128 1/2
Do. Demand	128 1/2
Shanghai—Bank T.T.	73
Japan—Bank T.T.	85
Singapore—Bank T.T.	Nominal
Java—Bank T.T.	103 1/2

Buying.

4 months' sight L/C	179 1/16
6 months' sight L/C	179 1/16
30 days' sight San Francisco & New York	42 1/2
4 months' sight do.	43 1/2
30 days' sight Sydney and Melbourne	179 1/16
4 months' sight France	22 1/2
6 months' sight do.	22 1/2
4 months' sight Germany	176
Bar Silver	25 1/16
Bank of England rate	4 1/2

OPIUM QUOTATIONS.

To-day's quotations are as follows:—	Per chest
Malwa New	949/975
" Last year	1,020/1,090
Oldest	1,107/1,160
Patna New	1,360
Benares New	1,350
Persian (Paper)	850/950

To-day's Advertisement.

AL FRESCO FETE,
ON BEHALF OF THE
POOR ORPHANS AND INVALIDS
OF THE
ITALIAN CONVENT,
To be held in the Compound of the Roman Catholic Cathedral,
TO-MORROW (SUNDAY) EVENING,
the 10th April, 1904, from 9 to 11 P.M.

The Superiress relying on the benevolent Friends and Benefactors of the Institution, for the many proofs she has had of their generosity, hopes to receive and merit a large share of public patronage.

Hongkong, 9th April, 1904.

To-day's Advertisements.

THIS ADVT. will appear once ONLY, viz.: in this issue. It will be wise to CUT OUT NOW and Pin, Nail, or Paste Up. It spells "USEFUL."

BUSINESS TRAINING COLLEGE.

TERMS:

SHORTHAND "Up-to-Date" System.—For full course to completion \$50
Or \$10 for the first lesson, \$10 for 2nd, \$10 for 3rd, \$10 for 4th, and \$1 each to completion of 21 lessons.

TYPE-WRITING (Blind Touch).—For the full course and use of machines, up to 6 months tuition and practice, including tabular work, balance sheets, &c. 100
Or for one month's tuition and use of a machine, teaching correct fingering and the writing of a fair letter, 50
Or, for the full course, on pupil's own machine, if purchased from the studio. 50

BOOK-KEEPING.—Daily lessons "Elementary" full course, one month 25
Daily lessons "Double Entry" full course, one month 25
Or for special trades, per hour 3

DAILY LESSONS ON "QUICK FIGURING."—New rules, adding backwards, new additions, amusing arithmetic, measuring for all trades, calculations for all branches of business per month 50

LANGUAGES & TRANSLATIONS in English, Chinese, Japanese, Russian, Indian Tongues, Malay, Spanish, Portuguese as used at Macao, French and German, Daily Lessons, per month 25
Twice a Week Lessons, per month 10

DAILY LESSONS ON FAULTS IN SPEAKING AND WRITING: Vulgarisms, misapplied words, Pleonasm, &c. For full course, one month, 50

DAILY LESSONS ON MEMORY TRAINING: special methods adopted by many Professors; full course, one month 50

DAILY LESSONS ON MANNERS; BUSINESS AND SOCIAL DEPORTMENT, full course, one month 50

The Pupils come and go at their leisure, between the hours of 8 o'clock a.m. and 9 o'clock p.m. daily, except—
Saturdays from 8 to 2 o'clock noon.

Address: "THE SECRETARY,"
BUSINESS TRAINING COLLEGE,
Studio, Walkin's Buildings,
Queen's Road Central,
HONGKONG.

Near G.P.O. (P.O. Box 343).
Hongkong, 9th April, 1904. [466]

FOR A SHORT TIME ONLY.
Consult.....PROF. J. ZANCIG.....Consult.
America's Leading Hypnotist and Psychic.
WATERLEY HOTEL,
ICE HOUSE STREET, HONGKONG.
FOR A FULL COMPLETE LIFE READING.

SEE PROF. ZANCIG, he will advise you on all affairs in life regarding your Health, Business, Law suits, Marriage, Divorce, etc., etc.

PRIVATE SITTINGS FOR LADIES \$3 GENTLEMEN \$5 Satisfaction Guaranteed. No Questions Asked. Office hours from 2 to 6 P.M.

TO THOSE INTERESTED IN Hypnotism, Clairvoyance and Magnetic Healing, I will say that I can teach you the above branches in Three Lessons.

BY HYPNOTIC SUGGESTION You will be able to Develop Memory, cure all Nervous Diseases, Despondency, Melancholy, and Bad Habits. CALL AND SEE ME. NO CURE NO PAY. Hoangkong, 9th April, 1904. [490]

Intimation.



THE POPULAR
SCOTCH
IS
"BLACK & WHITE"



JAMES BUCHANAN & CO.
SCOTCH WHISKY DISTILLERS.
By Appointment to

H. M. THE KING
and
H. R. H. THE PRINCE OF WALES

Supplied at all the LEADING CLUBS and HOTELS, and to be obtained from LANE, CRAWFORD & CO, Queen's Road Central.

Shipping—Steamers.

OCEAN STEAMSHIP CO., LD.

AND

CHINA MUTUAL STEAM NAV. CO., LD.

JOINT SERVICES.

TAKING CARGO ON THROUGH BILLS OF LADING FOR ALL EUROPEAN, NORTH AND SOUTH AMERICAN, WEST AUSTRALIAN, JAVA AND SUMATRA PORTS.

FORTNIGHTLY SAILINGS FOR LONDON AND CONTINENT.
MONTHLY SAILINGS FOR LIVERPOOL.

OUTWARDS.

FROM	STEAMERS	DUE
GLASGOW and LIVERPOOL	"JASON"	On 10th April.*
GLASGOW and LIVERPOOL	"ACHILLES"	On 10th April.*
GLASGOW and LIVERPOOL	"HYSON"	On 17th April.
GLASGOW and LIVERPOOL	"PROMETHEUS"	On 24th April.
GLASGOW and LIVERPOOL	"DEUCALION"	On 1st May.
GLASGOW and LIVERPOOL	"ULYSSES"	On 7th May.
GLASGOW and LIVERPOOL	"DARDANUS"	On 13th May.

* At Daylight.

HOMEWARDS.

FOR	STEAMERS	TO SAIL
LONDON & ANTWERP	"MACHAON"	On 12th April.
GENOA, MARSEILLES & L'POOL	"IDOMENEUS"	On 14th April.
LONDON & ANTWERP	"TELEMACHUS"	On 26th April.
LONDON & ANTWERP	"ANTENOR"	On 10th May.
GENOA, MARSEILLES & L'POOL	"ACHILLES"	On 20th May.

TRANS-PACIFIC SERVICE.

FOR	STEAMERS	TO SAIL
VICTORIA, SEATTLE, TACOMA, and all PACIFIC COAST PORTS, via NAGASAKI, KOBE and YOKOHAMA.	"HYSON"	On 19th April.

S.S. "PING SUEY" left Victoria, B.C., for Japan and Hongkong on 24th March.

S.S. "AGAMEMNON" will leave Victoria, B.C., for Japan and Hongkong on 21st April.
For Freight, apply to
BUTTERFIELD & SWIRE,
AGENTS.
Hongkong, 7th April, 1904.

CHINA NAVIGATION CO., LIMITED.

FOR	STEAMERS	TO SAIL
KOBE	"ANHUI"	14th April.
SHANGHAI	"WOOSUNG"	15th "
MANILA	"SUNGKIANG"	15th "
SWATOW and TIEN-TSIN	"KANSU"	18th "
PORT DARWIN, THURSDAY ISLAND, COCKTOWN, CAIRNS, TOWNSVILLE, BRISBANE, SYDNEY and MELBOURNE	"TAIYUAN"	23rd "

* The Attention of Passengers is directed to the Superior Accommodation offered by these steamers, which are fitted throughout with Electric Light. Unrivalled table. A duly qualified Surgeon is carried.

† Taking Cargo on through Bills of Lading to all Yangtze and Northern China Ports.

‡ Taking Cargo and Passengers at through Rates for all New Zealand and other Australian Ports.

N.B.—REDUCED SALOON FARES, SINGLE AND RETURN, TO MANILA AND AUSTRALIAN PORTS. (SEE SPECIAL ADVERTISEMENT).

For Freight or Passage, apply to

BUTTERFIELD & SWIRE,
AGENTS.
Hongkong, 9th April, 1904.

Hongkong-Manila.

Highest Class, newest, fastest and most luxurious Steamers between Hongkong and Manila—Saloon amidships—Electric Light—Perfect Cuisine—Surgeon and Stewardess carried.—All the most up-to-date arrangements for comfort of Passengers.

CHINA AND MANILA STEAMSHIP COMPANY, LIMITED.

Steamship.	Tons.	Captain.	For	Sailing Dates.
RUBI	2540	R. W. Almond	MANILA (DIRECT)	SATURDAY, 10th April, at 10 A.M.
ZAFIRO	2540	R. Rodger	"	SATURDAY, 23rd April, at 10 A.M.
PERLA	1980	A. H. Notley	"	"

For Freight or Passage, apply to

SHEWAN, TOMES & CO.
GENERAL MANAGERS.
Hongkong, 9th April, 1904.

PORTLAND & ASIATIC STEAMSHIP CO.

PROPOSED SAILINGS FROM HONGKONG, VIA SHANGHAI, INLAND SEA OF JAPAN, MOJI, KOBE AND YOKOHAMA,

FOR

PORTLAND, OREGON,

OPERATING IN CONNECTION WITH

THE OREGON RAILROAD AND NAVIGATION COMPANY.

Steamship	Tons	Captain	To Sail
"NICOMEDIA"	4371	A. Wagner	April 14, 1904.
"ARABIA"	4483	"	"
"AROGONIA"	5198	"	"
"NUMANTIA"	4370	"	"

Through Bills of Lading issued to Pacific Coast Ports and all Eastern, Canadian and United States Ports, through rates of Freight and further information, communicate with or apply to

ALLAN CAMERON, General Agent.

HONGKONG-MACAO LINE.

S.S. "WING CHAI,"
Captain SAMUEL BELL SMITH.

DEPARTURES from Hongkong, on Week Days, at 7.30 A.M., on Excursion Sundays, at 8.30 A.M.; from Macao, Week Days at about 2 P.M. and Sundays about 7.30 P.M.

FARE:—(Week Days) 1st Class (including cabin and servant), \$5; Return Ticket, \$5. 2nd Class, \$3; 3rd Class, 50 cents.

On Excursion Sundays, 1st, 2nd, 3rd Class Single Ticket, \$2; Return Ticket, \$5. Return Ticket including Tiffin and Dinner either on Board or at Macao Hotel, \$5. On Sundays, \$5 extra will be charged for each cabin with accommodations for two or more passengers.

WHARF—At the Western end of Wing Lok Street.

The Steamers run an Excursion Trip EVERY SUNDAY. It takes only 3½ hours to reach Macao.

MING ON & CO.,
2nd Floor, No. 16, Victoria Street,
Hongkong, 5th January, 1904.

HONGKONG-CANTON LINE.

THE British Steamship
"YING KING,"

Captain Ramsey, of 1,088 tons, Registered, is the newest, fastest, and most luxuriously furnished steamer on the line and is lighted throughout with Electricity; hot and cold water service. The cuisine is unexcelled.

Leaving Hongkong every MONDAY, WEDNESDAY and FRIDAY EVENING, at 9 P.M. and returning from Canton every following evening at 5 P.M.

1st Class.....\$5.00 for Single Journey.
2nd ".....1.50 " " "
Meals.....1.00 each.

The steamer's wharf is at the Western end of Wing Lok Street.

YUK ON S.S. CO., LD.,
No. 216, Wing Lok Street,
WENDT & CO.,
Canton Agents.
Hongkong, 2nd April, 1904.

Intimation.

THE HONGKONG TELEGRAPH.

1, ICE HOUSE ROAD,

HONGKONG.

CABLE ADDRESS.—Telegraph, Hongkong

THE leading English Newspaper in China Also widely circulated in Japan, Cochinchina, Ceylon, India and the Far East generally.

A daily newspaper with weekly edition published for despatch by the homeward mail The daily is recommended as more generally suitable, except for subscribers in Europe or America.

A special feature is made of full and accurate reports of local occurrences, and of matters of general interest.

ADVERTISING DEPARTMENT.

The Hongkong Telegraph is the best medium for advertising in China. It circulates largely among all classes of the community, is the largest daily newspaper and has a wider circulation than any journal in the Far East.

Special attention given to effectively displaying advertisements.

The type used as a standard for setting advertisements is similar to this, unless we are instructed to display the advertisement, when any effective style of type will be adopted This standard runs exactly eight lines to the inch, and about eight words to the line.

ADVERTISEMENT RATES

(per inch.)

One week.....	\$ 2.85
One month.....	7.20
Two months.....	13.00
Three ".....	20.00
Six ".....	37.50
Twelve ".....	73.00

No charge less than one dollar.

Discount allowed on—

3 Months Contracts.....	5 per cent.
6 ".....	10 "
12 ".....	25 "

DOMESTIC OCCURRENCES.

Notices of Births, Deaths, and Marriages
\$1 each insertion in the Daily and Weekly.

CONTRACT ADVERTISEMENTS.

Special Rates for standing advertisements can be ascertained from the Manager.

Advertisements for the Daily should reach the Hongkong Telegraph Office not later than noon of the day they are intended to appear.

Unless otherwise specified all advertisements will be repeated and charged for until countermanded.

JOBING DEPARTMENT.

Job Printing of all descriptions undertaken.

PROGRAMMES.

PAMPHLETS,

CARDS,

CIRCULARS,

EXPRESSES.

All job printing is done under European supervision, well turned out, free from errors, and remarkably cheap at

THE HONGKONG TELEGRAPH OFFICE.

Estimates given for all classes of work on application to

THE MANAGER,

HONGKONG TELEGRAPH CO., LD.

1, Ice House Road,

Hongkong.

HONGKONG METEOROLOGICAL

SIGNALS

A NEW CODE.

We have received from the Hongkong Observatory a new code of meteorological signals which comes into force at Hongkong on New Year's Day. They are the same as those at present in use at Shanghai, and will be hoisted on the mast beside the time-ball at Kowloon Point for the information of masters of vessels leaving the port. They do not necessarily imply that bad weather is expected. The signals are as follows:—

A cone point upwards indicates a typhoon to the North of the Colony.

A cone point upwards and drum below indicates a typhoon to the North-East of the Colony.

A drum indicates a typhoon to the East of the Colony.

A cone point downwards and drum below indicates a typhoon to the South-East of the Colony.

A cone point downwards indicates a typhoon to the South of the Colony.

A cone point downwards and ball below indicates a typhoon to the South-West of the Colony.

A ball indicates a typhoon to the West of the Colony.

A cone point upwards and ball below indicates a typhoon to the North-West of the Colony.

Red Signals indicate that the centre is believed to be more than 300 miles away from the Colony.

Black Signals indicate that the centre is believed to be less than 300 miles away from the Colony.

The above signals will, as heretofore, be hoisted only when typhoons exist in such positions or are moving in such directions that information regarding them is considered to be of importance to the Colony or to shipping leaving the harbour.

NIGHT SIGNALS.

Two lanterns hoisted vertically indicate bad weather in the Colony and that the wind is expected to veer.

Two lanterns hoisted horizontally indicate bad weather in the Colony and that the wind is expected to back.

The signals are repeated on the flagstaff of the Godown Company at Kowloon, and also, by day only, at the Harbour Office and on H. M.'s Receiving Ship.

LOCAL STORM-WARNINGS.

The Colony itself is warned of approaching typhoons by means of the Typhoon Gun placed at the foot of the mast, which is fired whenever a strong gale of wind is expected to blow here.

NOTICE BOARDS.

Notice boards are placed at:—
Joint Cable Companies' Office.
Ferry Company's Pier, Ice House Street.
Blake Pier.
Post Office.
Harbour Office.
Ferry Company's Pier, Kowloon.

WEATHER-FORECASTS and STORM-WARNINGS are exhibited on the above boards daily about 11 a.m., and also at other hours, day or night, whenever necessary. Information of importance is also issued by "Express."

THE CHINA COAST METEOROLOGICAL REGISTER is exhibited at the same places daily about noon. It contains observations made at Hongkong and at a number of stations in the Far East, together with Remarks, Weather-forecasts, and information regarding the existence and movements of typhoons based thereon.

SPECIAL INQUIRIES.

Masters of vessels or their agents may, whenever necessary, call at the Telegraph Company's Office in Connaught Road and send telegrams to the Observatory asking for special information without charge. Such inquiries may also be sent from the Police Station at Kowloon Point which is connected with the Observatory by telephone.

THE LAW OF STORMS.

Further information concerning the weather to be expected while signals are hoisted, and sailing directions, are given in "The Law of Storms in the Eastern Sea."

F. G. FIDG.

Acting Director

Hongkong, Observatory, 2nd January, 1904.

HONGKONG AVERAGE MARKET

PRICES

Corrected 6th April, 100 cts. per 5 Mds.

BUTCHER MEAT.

	Cents.
Beef, sirloin & prime cut—Mau Lung Pa	18
" Corned—Ham Ngau	18
" Roast—Shiu	18
" Breast—Ngau Lam	18
" Soup, Tong Yuk	14
" Steak—Ngau Yuk Pa	18
" Serjion—Ngau Lau	26
" Sausages—Ngau Yuk Chung	16
Bullock's Brains—Know..... per set	8
" Tongue fresh—Ngau Li	45
" " corned—Ham Ngau Li	55
" Head—Ngau Tau	55
" Heart—Ngau Sum	9
" Hump, Salt—Ngau Kin	13
" Feet—Ngau Kerk	each
" Kidneys—Ngau Yiu	8
" Tail—Ngau Mei	16
" Liver—Ngau Con	9
" Tripe (undressed)—Ngau To	5
Calves' Head and Feet—Ngau-chai-tau-keok	45
Mutton Chop—Yeung Pai Kw	24
" Leg—Yeung Poi	24
" Shoulder—Yeung Shau	22
Pigs' Chittings—Chi cheong	7
" Brains—Chi Know..... per set	2
" Feet—Chi Kerk	12
" Fry—Chi Chak	12
" Head—Chi Tau	13
" Heart—Chi Sum	each
" Kidneys—Chi Yiu	each
" Liver—Chi Koo	each
Pork, Chop—Chi Pai Kwat	20
" Corned—Ham Chau Yuk	20
" Leg—Chu Poi	22
" Fat or Lard—Chu Yau	18
Sheep's Head and Feet—Yeung Tau	15
" Kerk	set
" Heart—Yeung Sum	each
" Kidneys—Yeung Yiu	each
" Liver—Yeung Con	each
Sucking Pigs, To Order—Chu Chai	16
Suet, Beef—Sang Ngau Yau	17
" Mutton—Sang Yeung Yau	20
Ven—Ngau Chai Yuk	18
" Sausages—Ngau Chai Yuk Tong	15

POULTRY.

Chicken—Kai Chai	30
Capon, Large, Small—Sin Kai	32
Ducks—Ap	18
Doves—Pan Kau	each
Eggs, Hen—Kai Tan	per doz
Fowls, Canton—Kai	each
" Hainan—Hoi Nam Kai	each
Geese—Ngai	each
Geese, Wild Shanghai—Sheung Hoi	each
Ngo	pair
Musk Deer—Wong Keng	each
Hare—Tu Chai	each
Partridge—Che Khoo	each
Pheasant—Shan Kai	each
Pigeons, Canton—Pak Kup	each
" Hoihow—Hoihow Pak Kup	each
Quail—Um Chun	each
Rice Birds—Wo Fa Cheuk	dozen
Snipe—Sa Chui	each
Turkeys, Cock—Fo Kai Kung	each
" Hen—Na	each
Wild Ducks, Shanghai, Sul-ap	each
Teal, Shanghai, Sul Ap Chai	each
Wild Ducks Canton—Sang Shing	each
Apea	per pair

FISH.

Barbel—Ka Yu	14
Bream—Bin Yu	13
Canton Fresh Water Fish—Hoi Sin Yu	14
Carp—Li Yu	11
Catfish—Chik Yu	11
Codfish—Mun Yu	14
Crabs—Hoi	12
Cuttle Fish—Muk Yu	11
Dace—Sa Mang Yu	11
Daab—Wong Mei Lun	11
Dog Fish—Tit Tu Sa	9
Eels, Congor—Hoi Man Yu	16
" Fresh water—Tam Sui Yu	14
" Yellow—Wong Sin	24
Frogs—Tien Kai	24
Garoupa—Sek Pan	90
Gudgeon—Pak Kup Yu	18
Harrings—Tao Pak	13
Halibut—Cheung Kwan Yu	18
Shrimp—Wong Fa Yu	18
Loach—Wu Yu	24
Loabster—Lung Ha	32
Mackerel—Chi Yu	14
Monk Fish—Mon Yu	24
Mullet—Chai Yu	24
Oysters—Sang Hoo	22
Parrotfish—Kai Kung Yu	15
Perch—Tau Loo	15
Pike—Fa Paw Poong	11
Plaice—Pan Yu	15
Pomfret, Black—Hak Chong	13
Pomfret, White—Pak Chong	28
Prawns—Ming Ha	40
Ray—Poi Pa Sa	8
Rock Fish—Sek Kan Kung	16
Roach—Chun Yu	9
Salmon, (Cton), fresh water—Ma Yu	22
Shark—Sa Yu	9
Skate—Fo Yu	10
Shrimp—Ha	24
Snapper—Lap Yu	22
Soles—Tat Sa Yu	22
Tench—Wan Yu	14
Turbot—Cho Hoi Yu	20
Turtles, small, fresh water—Kook Yu	60
White Bait—Ngau Yu Chai	—

FRUITS.

Almond—Hung Yau

Apples, (California)—Kam San Ping	60
" (Chiedo)—Tin Chua Ping	—
" (Small)—Hoi Tong	—
" Corned—Fan Lai Chi	each
Bananas, fragrant, Canton—Sang Sheng	—
Heung Chiu	4
" (brides), Macao—San Heung Chiu	3
Chestnuts, Chinese—Foong Lut	10
Carambola—Yeung Ton	—
Cocoanuts—Yeh Ts	each
Grapes—Sin Tai Ts	each
Lemons, China—Ning Moong	4
" Amer.—Kum San Ning Moong	5
Lichees, Dried—Lai Chi Con	15
" Fresh, Lai Chi	—
Limes, (Saigon)—Sai Kung Ning	—
" Moong	each
Mango, Manila—Lui Sung Moong	—
Mango, Saigon—Sai Kung Moong	—
Mangosteens, San Chuk Ts	doz.
Oranges, (Canton)—Sang Sheng Tim	—
" Chang	5
" Small—Tai Kut	5
" Mandarin—Tim Kut	10
Olives—Pak Lam	7
Pears, (American)—Kam San Shut Li	—
" (Canton), Cooking—Sa Li	8
" (Shanghai)—Sheung Hoi Li	10
Peanuts—Fa Sang	each
Persimmons Large—Hung Chie	—
Pine-apples, 1st quality—Sheung Poon	—
" 2nd quality—each	6
" and coking—Chung-tang	—
Paw-law	—
Platams—Tai Chen	2
Plums, Swatow—Hung Lai	—
Pumelo, Siam—Chim Lo Yau	10
Walnuts, Hop Tou	12
" Green—Sang Hop Tou	—

VEGETABLES, &c.

Artichokes, Shanghai—Sheung Hoi Ah	—
" Chi Chai	—
Beans, (French) Macao—Oh Moon Pin	—
" Tau	4
Beans, (French), Shanghai—Sheung Hoi	—
" Pin Tau	—
Beans, Sprout—Ah Choi	2
Beans Long—Tau Kok	—
Beet Root—Hung Choi Tau	each
Brinjals, Green—Cheng Yuen Ker	3
Brinjals, Red—Hung Ker	2
Brassica—Pak Choi	5
Bamboo Shoots—Chook Shun	7
Cabbage, Chinese, com.—Kai Choy	3
Cabbage Root—Kai Lan Tau	each
Cabbage, (Shanghai)—Yeh Choi	—
Cane Shoots, bunch—Kau Shun	2
Cauliflower, Large size—Tai Yeh Choi	18
" Fa	—
Cauliflower, Medium size—Cheung Yeh	15
" Choi-fa	each
Cauliflower, Small size—Sai Yeh Choi-fa	12
Carrots—Kam Shun	4
Celery, Chinese—Tong Kan Choy	5

ACCIDENT IN AN ENGLISH COAL PIT.

While working in a Hanley coal pit some years ago John Henshall lost an eye from a spark at the pick-end. The injury set up inflammation, which compelled the doctors to remove the eye. Finding his occupation as a miner gone, he has since worked as a gardener and at odd work. He is a most respectable and intelligent man, the victim of repeated misfortunes.



Mr. John Hanshall.

Victim of an accident in runaway.
 "I am getting on in years," he said—"nearly fifty-eight—and since I lost my eye I have no work in the pits. That's, however, the only trouble I have had. For two years I was laid up with an attack of liver complaint, which caused acute indigestion. I also suffered from nervous debility. I had agonising pains in the head, and was subject to feelings of dizziness. I was hardly able to eat, and got on a very weak, low, and depressed state of health. Indeed, I used to feel at times like a man out of his mind, and but for Dr. Williams' Pink Pills I don't know what would have come of me.

To see if I could get any benefit," said Mr. Marshall, continuing his story, "I went to Rhyl, and spent three weeks at one of the convalescent homes there. But I got no better there, while I was at Rhyl I thought my end was approaching, and feeling that I should never die at home, I came back to Staffordshire. I still suffered on my return, and for some time I became an out-patient at the North Staffordshire Infirmary. It was Dr. Williams' Pink Pills for pale people that eventually cured me."

"How came you to take them?"

"Why, my son came from the North of England to visit me, and to see if the change would do me any good. I went back with him to his home. My son was at that time taking Dr. Williams' pink pills for pale people, and he gave me some to try. I took the greater part of a bottle and in a fortnight they made a new man of me. I was able to go to work."

"And how is your health to-day?" was the next question.

"Oh, I am much better," replied Mr. Henshall, "I have a better appetite, my nerves are stronger and I seem to have more vigour in my limbs. Considering my age, I am feeling very well indeed."

Mr. Henshall, asked if he had any objections to his story being published, said: "I have nothing to tell you what is true, and there can be no objection to that being published."

The experience of Mr. Henshall is that many who have suffered from diseases arising from poor blood and shattered nerves—anaemia, bile, consumption, eczema, headache, indigestion, kidney diseases, rheumatism, scrofula. Dr. Williams' pink pills have cured them and other diseases in countless cases. Women they especially help in those characteristic troubles which they do not talk about. The pills are not a cure-all. They cure but act on the blood and on the nerves, curing, for instance, paralysis, locomotor ataxy, St. Vitus' dance, neuralgia. Only the genuine pills bearing Dr. Williams' name, cure. Substitute never cure. Genuine pills post free from Dr. Williams' Medicine Company, Holborn-viaduct, London, for two shillings and ninepence; but can be had at all medicine shops if you take care to get the right ones, which did so much good to this victim of Accident and Misfortune.

NOTICE.

THE Public are hereby informed that a change has been made in the Rates of Subscription to the *Hongkong Telegraph* and they are warned against paying more than TEN CENTS (10 cts.) per Single Copy.

THE MANAGER,
Hongkong Telegraph Co., Ltd.
Hongkong, 30th September, 1903.

Kagoshima	"	29.95	5	1	
Oshima	"	30.08	5	2	
Naha	"	30.05	SE	2	
Ishigakijima	"	30.01		2	
Taihoku	5 a.m.	30.06	E	2	
Taichu	"	29.97		0	
Tainan	"	29.94		0	
Koshun	"	29.94		2	
Pescadore	"	29.95	E	6	
Weihaiwei	9 a.m.	30.51	NE	3	
Gutzlaff	"	30.56	NW	3	
Sharp Peak	"	30.17	61 SE	3	
Amoy	6.30 a.	30.65	89	5	
Swatow	9 a.m.	30.04	74	81	
Canton	"	30.04	74	81	
Hongkong	10 a.m.	30.04	74	66	
Victoria Peak	"	30.04	74	66	
Gap Rock	"	30.01	ENE	2	
Macao	"	30.00	74	NE	
Haiiphong	"				
Manila	"				
Bacolod	9 a.m.				
Iloilo	"	29.85	NE	4	
Cebu	"	29.90	NNE	1	
C. St. James	10 a.m.		N	2	

	April 6 at 10 a.m.	April 8 at 4 p.m.
Barometer	29.95	29.86
Temperature	76	77
Humidity	84	87
Rainfall	--	--

Intimations.

"Sanitas"

IS AN
Unequalled
Purifying Agent
 AND IS
Indispensable in Hot Countries.

★

"Sanitas" Disinfecting Fluid
 is non-poisonous and non-staining, and for general or personal use is thoroughly effective. It completely disinfects the house in which it is used, and, administered internally, cures Cholera, Typhoid Fever, Dysentery, etc.

"Sanitas" Disinfecting Powder
 is the best air purifier known, and a strong deodorizer.

"Sanitas" Eucalyptus Soap
is specially recommended by the medical faculty for use in hot climates, because of its fine disinfecting qualities and its fragrance.

Klingzett's Fumigating Candles

of sulphur fumigation. For the disinfection of infected places bedding, clothing, etc., they are both efficacious and economical. Destroy all insects.

THE "SANITAS" CO. LTD.
BETHNAL GREEN, LONDON, E.

TRADE MARK

CURES
MEN & WOMEN
BIG G is a non-poisonous



Irritation or ulceration of
mucous membranes. Painless.
Guaranteed not to stricture.
Prevents contagion.

SOLD BY CHEMISTS.
Circular mailed on request.

MANUFACTURED BY
The Evans Chemical Co.
CINCINNATI, O.
U. S. A.

MacEwen Brickel & Co.

AGENTS IN THE FAR EAST FOR JOHN JEFFREY & Co. HERIOT BREWERY
EDINBURGH.

FINE OCTOBER ALES.

A stock of JEFFREY'S fine OCTOBER BREW has now been landed and is being offered in
FIRKINS of 9 gallons;
KILDERKINS of 18 gallons!

OFFICE:
3 DUDELL ST.

Also JERREY'S popular EDINBURGH XXX TOUT in cases of 7 doz. pints

Mails.

COMPAGNIE DES MESSAGERIES MARITIMES.
PAQUEBOTS-POSTE FRANÇAIS.
NOTICE.
STEAMER FOR
SAIGON, SINGAPORE, BATAVIA, COLOMBO, ADEN, EGYPT, MARSEILLES, MEDITERRANEAN AND BLACK SEA PORTS, LONDON, HAVRE, BORDEAUX, ALSO PORTS OF BRAZIL AND RIVER PLATE.

ON TUESDAY, the 19th April, 1904, at 1 P.M., the Company's Steamship "SALAZIE," Captain Nègre, with Mails, Passengers, Specie and Cargo, will leave this Port for MARSEILLES, via Ports of Call, WITHOUT TRANSHIPMENT.

Cargo and Specie will be registered for London as well as for Marseilles, and accepted in transit through Marseilles for the principal places of Europe.

Shipping Orders will be granted till NOON only on MONDAY, the 18th April, Specie and Parcels received until 4 P.M. on the same day. No Cargo will be received on board on TUESDAY.

Parcels are not to be sent by hand, and for further particulars, apply at the Company's Office.

G. DE CHAMPEAUX, Agent.

Hongkong, 7th April, 1904.

NORTHERN PACIFIC STEAMSHIP COMPANY.

BOSTON STEAMSHIP COMPANY.

BOSTON TOW-BOAT COMPANY.

PROPOSED SAILINGS FROM HONGKONG, VIA SHANGHAI, INLAND SEA OF JAPAN, KOBE AND YOKOHAMA, FOR VICTORIA, B.C., AND TACOMA, IN CONNECTION WITH NORTHERN PACIFIC RAILWAY COMPANY.

Steamers.	Tons.	Captains.	1904
Lyral	4,417	G. V. Williams	May 4
Shamunul	9,660	W. M. Smith	May 21
Victoria	3,502	J. Truebridge	June 1
Tremont	9,660	T. W. Garlick	June 1

† Cargo only.

Steamers marked (*) have no second-class passenger accommodation.

The attention of passengers is directed to the very cheap rates offered by this line to the Pacific Coast and to the Interior and Eastern Cities of the United States and to Europe.

Special rates allowed to members of Government Services.

Through Bills of Lading issued to Pacific Coast Ports and to the Principal Cities in the United States and Canada.

For further information as to Freight or Passage, apply to

DODWELL & CO., LIMITED,

General Agents.

Hongkong, 6th April, 1904.

Consignees.

FROM HAMBURG, BREMEN, ROTTERDAM, PENANG AND SINGAPORE.

THE H. A. L. Steamship

"ARTEMISIA,"

Captain Gronmeyer, having arrived from the above Ports, Consignees of Cargo are hereby requested to send in their Bills of Lading for countersignature by the Undersigned and to take immediate delivery of their goods from alongside.

Optional Cargo will be forwarded unless notice to the contrary be given before T.O.D.A.

Any Cargo impeding her discharge will be landed into the Godowns of the Hongkong and Kowloon Wharf and Godown Co., Limited, and stored at Consignees' risk and expense.

No Claims will be admitted after the Goods have left the Godowns and all Goods remaining undelivered after the 12th instant will be subject to sale.

All broken, chafed and damaged Goods are to be left in the Godowns, where they will be examined on the 12th instant at 3 P.M.

No Fire Insurance has been effected.

HAMBURG-AMERIKA LINIE, Hongkong Office.

Hongkong, 5th April, 1904.

S.S. "ANNAM."

COMPAGNIE DES MESSAGERIES MARITIMES.

NOTICE TO CONSIGNEES.

CONSIGNEES of Cargo from London, ex S.S. *Adour*, *Cordogan* and *Dordogne*, from Havre, ex S.S. *Adour* and *Dordogne*, in connection with above Steamer, are hereby informed that their Goods, with the exception of Opium, Treasure and Valuables are being landed and stored at their risks into the Godowns of the Hongkong and Kowloon Wharf and Godown Co., Limited, at Kowloon, whence delivery may be obtained immediately after landing.

Optional Cargo will be forwarded on unless intimation is received from the Consignees before Noon, TO-DAY, the 4th instant, requesting it to be landed here.

Bills of Lading will be countersigned by the Undersigned. Goods remaining unclaimed after MONDAY, the 11th instant, at Noon, will be subject to rent and landing charges.

All claims must be sent in to me on or before MONDAY, the 11th instant, or they will not be recognized.

All damaged packages will be examined on MONDAY, the 11th instant, at 3 P.M.

No Fire Insurance has been effected.

G. DE CHAMPEAUX, Agent.

Hongkong, 4th April, 1904.

Consignees.

NOTICE TO CONSIGNEES.

THE P. & O. S. N. Co.'s Steamship
"MALTA,"
FROM BOMBAY, COLOMBO AND STRAITS.

Consignees of Cargo by the above-named vessel are hereby informed that their Goods are being landed and placed at their risk in the Hongkong and Kowloon Wharf and Godown Company's Godowns at Kowloon, where each consignment will be sorted out mark by mark, and delivery can be obtained as soon as the Goods are landed.

This vessel brings on Cargo—
From London, &c., ex S.S. *Himalaya* and *Somali*.

From Calcutta, ex S.S. *Syria*.
From Persian Gulf, &c., ex B. I. S. N. and B. & P. S. N. Co.'s Steamers.

Optional Goods will be landed here unless instructions are given to the contrary before 4 P.M., TO-DAY.

Goods not cleared by the 14th instant, at 4 P.M., will be subject to rent.

No Fire Insurance will be effected by me in any case whatever.

Damaged Packages must be left in the Godowns for examination by the Consignees and the Company's representative at an appointed hour.

All claims must be presented within ten days of the steamer's arrival here after which date they cannot be recognized.

No Claims will be admitted after the Goods have left the Godowns.

E. A. HEWETT, Superintendent.

Hongkong, 8th April, 1904.

NOTICE TO CONSIGNEES.

THE P. & O. S. N. Co.'s Steamship
"FORMOSA,"
FROM ANTWERP, LONDON, PORT SAID, SUEZ AND STRAITS.

Consignees of Cargo by the above-named vessel are hereby informed that their Goods are being landed and placed at their risk in the Hongkong and Kowloon Wharf and Godown Company's Godowns at Kowloon, where each consignment will be sorted out Mark by Mark, and delivery can be obtained as soon as the Goods are landed.

Optional Goods will be landed here unless instructions are given to the contrary before 5 P.M., TO-DAY.

Goods not cleared by the 11th instant, at 4 P.M., will be subject to rent.

No Fire Insurance will be effected by me in any case whatever.

Damaged Packages must be left in the Godowns for examination by the Consignees and the Company's representative at an appointed hour.

All claims must be presented within ten days of the steamer's arrival here after which date they cannot be recognized.

No Claims will be admitted after the Goods have left the Godowns.

E. A. HEWETT, Superintendent.

Hongkong, 5th April, 1904.

OCCIDENTAL AND ORIENTAL STEAMSHIP COMPANY.

NOTICE.

CONSIGNEES of Cargo per Steamship
"DORIC,"

The above Steamer having arrived, Consignees of Cargo are hereby requested to send in their Bills of Lading for countersignature, and to take immediate delivery of their Goods from alongside.

Cargo impeding discharge and undelivered by SATURDAY, the 9th instant, at 4 A.M., will be landed and stored at Consignees' risk and expense.

No Fire Insurance will be effected.

E. W. TILDEN, Agent.

Hongkong, 6th April, 1904.

BOSTON TOWBOAT COMPANY.

NOTICE TO CONSIGNEES.

STEAMSHIP "LYRA,"
FROM TACOMA, SEATTLE, YOKOHAMA, KOBE AND MOJI.

The above Steamer having arrived, Consignees of Cargo are hereby requested to send in their Bills of Lading for countersignature and to take immediate delivery of their Goods from alongside.

Cargo impeding the discharge of the Vessel will be landed and stored at Consignees' risk and expense.

No Fire Insurance will be effected by us in any case whatever.

DODWELL & CO., LIMITED, Agents.

Hongkong, 5th April, 1904.

For Sale.

FOR SALE.

INCANDESCENT GASOLINE LAMPS

OF ALL DESCRIPTIONS,

from the best makers.

INCANDESCENT MANTLES,

CHIMNEYS,

GLOBES,

SHADES, &c.,

for

GASOLINE AND GAS

LAMP'S

at the most moderate

prices.

Lamps fixed up for

Buyers free of charge.

Naphtha of the best

kind kept in stock.

TAI KWONG CO.,

54, Lyndhurst Terrace,

Hongkong, 2nd April, 1904.

SHARE QUOTATIONS.

Supplied by Messrs. BENJAMIN, KELLY & POTTS. Corrected to noon. Later alterations given under "Commercial Intelligence," page 5.

STOCKS.	NO. OF SHARES.	VALUE.	PAID UP.	RESERVE.	AT WORKING ACCOUNT.	LAST DIVIDEND.	APPROXIMATE RETURN ON INVESTMENT.	CLOSING QUOTATIONS.
BANKS.								
Hongkong & Shanghai Banking Corporation	8,000	\$125	\$125	\$10,000,000	\$1,477,356	Div. of 10% and bonus of 10% @ 12.1903	64%	\$125
National Bank of China, Limited	4,453,750	£10	£1	\$175,533	\$21,668	\$2 (London 3/6) for 1903	51%	£10
MARINE INSURANCES.								
Union Insurance Society of Canton, Limited	10,000	\$250	\$100	\$1,750,000	\$1,050,926	\$32 for 1903	44%	\$475 buyers
China Traders' Insurance Company, Limited	24,000	\$83.33	\$25	\$1,992,138	Nil	\$4 for year ended 30.4.1903	7%	\$57 sales
North China Insurance Company, Limited	10,000	£15	£5	Tls. 600,000	Tls. 271,589	Final of £1 making £2 for 1903	7%	Tls. 674 buyers
Yangtze Insurance Association, Limited	8,000	\$100	\$60	\$675,000	\$186,284	\$12 for 1901	9%	135
Canton Insurance Office, Limited	10,000	\$350	\$51	\$1,300,000	\$110,551	\$15 for 1903	84%	\$175
FIRE INSURANCES.								
Hongkong Fire Insurance Company, Limited	8,000	\$350	\$50	\$1,308,856	\$371,110	\$22 for 1903	8%	\$385 buyers
China Fire Insurance Company, Limited	20,000	\$100	\$0	\$125,675	\$3,907	\$6 dividend & \$1 bonus for 1902	84%	\$83 buyers
SHIPPING, TUG AND CARGO BOATS.								
Hongkong, Canton & Macao Steamboat Co., Ltd.	80,000	\$15	\$15	\$15,000	\$41,538	\$14 for second half-year 1903	11%	\$74 sales
Indo-China Steam Navigation Company, Limited	60,000	£10	£10	£100,000	£5,380	10/- for 1903	6%	\$95 sales
China and Manila Steamship Company, Limited	30,000	\$50	\$50	\$175,000	Dr. \$63,123	\$5 for 1900	84%	\$35
Douglas Steamship Company, Limited	20,000	\$50	\$50	\$71,855	Nil	\$3 for year ended 30.6.1903	84%	\$35
"Star" Ferry Company, Limited	10,000	\$10	\$10	\$15,000	\$337	\$1.20 for year ending 30.4.03	4%	\$37 sales
Straits Steamship Company, Limited	5,000	\$100	\$0	\$35,000	\$19,555	\$8 for second half year 1902	11%	\$145
"Shell" Transport and Trading Company, Limited	1,000,000	£1	£1	£4,000	Tls. 201,614	Interim of 1/- (Coupon No. 4) for 1903	5%	19/- sellers
Taku Tug and Lighter Company, Limited	30,000	Tls. 50	Tls. 50	Tls. 98,000	Tls. 865	Final of Tls. 1 making Tls. 2 for 1903	54%	Tls. 35
Shanghai Tug and Lighter Company, Limited	200,000	Tls. 50	Tls. 50	Tls. 201,614	Tls. 55,541	Final of Tls. 2 making Tls. 4 for 1903	91%	Tls. 474
REFINERIES.								
China Sugar Refining Company, Limited	20,000	\$100	\$100	none	Dr. \$147,717	Final of \$7 making \$14 for 1901	...	\$17 buyers
Luzon Sugar Refining Company, Limited	7,000	\$100	\$100	none	Dr. \$73,995	\$3 for 1897	...	\$10 sellers
Perak Sugar Cultivation Company, Limited	7,000	Tls. 50	Tls. 50	Tls. 100,000	Tls. 1,456	Tls. 24 for year ending 30.9.03	5%	Tls. 50 sales
MINING.								
Punjom Mining Company, Limited	60,000	\$11	\$11	none	Dr. \$261,000	None	...	\$1 sellers
Société Française des Charbonnages du Tonkin	16,000	Fcs. 250	Fcs. 250	Fcs. 251,137	Fcs. 85,706	Interim of Fcs. 30 for 1903	...	\$500
Raub Australian Gold Mining Company, Limited	150,000	£1	£1	£18,100	Dr. £7,236	No. 12 of 1/-	...	\$64 sellers
Chinese Engineering and Mining Company, Ltd.	1,000,000	£1	£1	£20,000	£6,671	No. 2 of 1/-	...	Tls. 6 sellers
DOCKS, WHARVES & GODOWNS.								
Hongkong and Whampoa Dock Company, Ltd.	50,000	\$50	\$50	\$8,750	\$425,340	\$6 dividend and \$1 bonus for second half year 1903	7%	\$206
S. C. Farnham, Boyd & Co., Limited	55,700	Tls. 100	Tls. 100	Tls. 850,000	Tls. 43,124	Int. of Tls. 3 & bonus of Tls. 2 making Tls. 5 for half year ending 31.10.03	7%	Tls. 150 buyers
Tanjong Pagat Dock Company, Limited	37,000	\$100	\$100	\$1,850,000	...	\$5 for first half year 1903	41%	\$20
Riley Hargreaves & Co., Limited	6,000	\$100	\$100	\$150,000	...	\$10 div. and \$2 bonus for 1903	74%	\$185
Howarth Erskine, Limited	12,000	\$100	\$100	\$0,000	...	\$7 dividend	64%	\$110
Hongkong & Kowloon Wharf and Godown Co., Ltd.	30,000	\$50	\$50	\$50,889	\$28,015	\$10 for first half year 1902	54%	\$95 buyers
Shanghai and Hongkew Wharf Company	20,000	Tls. 100	Tls. 100	Tls. 487,101	Tls. 22,895	Final of Tls. 6 making Tls. 11 for 1903	64%	Tls. 165 sellers
Yangtze Wharf and Godown Company, Limited	2,500	Tls. 100	Tls. 100	Tls. 6,000	Tls. 1,760	Tls. 18 for 1903	10%	Tls. 180
New Amoy Dock Company, Limited	6,000	\$60	\$60	\$55,500	\$4,548	Tls. 18 for 1903	64%	\$374 sellers
LANDS, HOTELS & BUILDINGS.								
Hongkong Land Investment and Agency Co., Ltd.	50,000	\$100	\$100	\$500,000	\$51,966	Final of \$6 making \$12 for 1903	8%	\$145
Shanghai Land Investment Company, Limited	51,000	Tls. 50	Tls. 50	Tls. 800,000	Tls. 37,634	Final of Tls. 3 & bonus of Tls. 2 making Tls. 5 in all Tls. 8 for 1903	...	Tls. 107 sales
Tientsin Land Investment Company, Limited	5,250	Tls. 100	Tls. 100	Tls. 54,626	Tls. 335	Final of Tls. 5 making in all Tls. 9 for 1903	...	Tls. 130 sales
China Land and Finance Company, Limited	6,000	Tls. 50	Tls. 50	none	...	Interim of Tls. 1	...	Tls. 55
Kowloon Land and Building Company, Limited	6,000	\$50	\$50	none	\$636	\$2.60 for 1903	74%	\$35
Wei-hai-wei Land and Building Company, Limited	3,764	Tls. 25	Tls. 25	none	Tls. 5,150	None	...	Tls. 10
West Point Building Company, Limited	12,500	\$50	\$50	none	\$1,362	Final of 1.70 making \$3 for 1903	6%	\$53
Hongkong Hotel Company, Limited	12,000	\$50	\$50	\$100,000	\$3,161	\$5 for second half-year 1903	8%	\$134 sellers
Astor House Hotel, Limited (Tientsin)	2,000	Tls. 50	Tls. 50	Tls. 33,000	Tls. 1,837	Interim of Tls. 5	64%	Tls. 150 buyers
Astor House Hotel Company, Limited (Shanghai)	3,000	Tls. 25	Tls. 25	Tls. 32,500	Tls. 1,301	\$24 for year ended 30.6.03	74%	\$34 buyers
Hotel des Colonies Company, Limited (Shanghai)	9,000	Tls. 25	Tls. 25	Tls. 6,804	Tls. 1,496	Tls. 14 for the year ending 31.3.1903	10%	Tls. 25 sales
Queen's Hotel (Wei-hai-wei)	600	Tls. 25	Tls. 25	none	...	First year	124%	Tls. 25
Tientsin Hotel, Limited	1,400	Tls. 50	Tls. 50	none	\$4,989	\$5 for the year ending 28.2.1903	7%	Tls. 50
Tientsin Hotel des Colonies, Limited	1,400	Tls. 50	Tls. 50	none	Tls. 3,530	Interim of Tls. 3	9%	Tls. 50
Humphreys Estate & Finance Company, Limited	150,000	\$10	\$10	\$100,000	\$99,177	50 cents for 1903	84%	\$100 buyers
COTTON MILLS.								
Ewo Cotton Spinning and Weaving Company, Ltd.	15,000	Tls. 50	Tls. 50	none	Tls. 11,655	Tls. 4 for year ended 31. 3. 1903	124%	Tls. 31
International Cotton Manufacturing Company, Ltd.	10,000	Tls. 75	Tls. 75	H. Tls. 30,98	Tls. 88,014	Interim of 3 1/2 a/c 1898	...	Tls.